

# The Mining Journal.

AND COMMERCIAL GAZETTE.

No. 185.—VOL. VIII.]

London: Saturday, March 9, 1839.

[PRICE 6D.

**SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS &c.**  
MR. C WARTON begs to announce, that the next Periodical Sale of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday, the 21st day of March next, at Twelve o'clock, and will include shares in SEVERAL FLOURISHING MINES of the first class for investment, some of which have already declared dividends, and others rapidly approaching maturity.

Particulars may be had in due time at the Auction Mart, London; at the Golden Lion Hotel, Liverpool; and of Mr. C. Warton, auctioneer and estate agent, 28, Threadneedle street.

**MINE MATERIALS FOR SALE.—AT WHEAL OSBORNE MINE,** in the parish of Breage (near Helston); an AUCTION will be held on the MINE, on Monday and Tuesday the 11th and 12th days of March next, for SELLING the undermentioned.

#### MINING MATERIALS.

Viz.—A New 40-inch Cylinder ENGINE, with 2 Boilers complete; 2 Capstan and Shears; 140 fathoms of 10-inch Capstan Rope; 120 fathoms of 7-inch ditto; 16, 9 feet 13-inch Pumps; 5 ditto 11-inch ditto; 22 ditto 9-inch ditto; 4 ditto 6-inch ditto; 12, 16, and 7-inch plunger Poles, with plunger cases; Stiffening boxes and Glands to suit; 12, 16, and 7-inch Hand top door pieces, with doors and Windshores to match; 3 ½, 2 ½, and 1 ½, and 2 ½-inch black Door pieces, with doors and Windshores to match; several pairs of faggoted Iron Strapping plates; Panels and Rod Bolts; Staples and Glands; 140 fathoms of Iron Plat Rods; 2 Flat Rod Bolts complete; 2 Horse Whims complete; Whim Ropes, Chains, and Kibbles; Wine Trees, Ropes, and Ribbons; 200 fathoms of Ladders; Cisterns; Hatches; Kieven; Miners' Chests; Wheel barrels; Hand-harrowes; Brads and Iron Sets; several tons of new and old Iron; Grinding Stone; Ore Scales, Beam, Stand and Weights; Wood Sheds; a great quantity of Timber in whole, half, and quarter pieces; with plank of various dimensions; Bricks; Miners' Tools &c.

Also, a 28 inch SMITH'S BELLOWS; Anvil; Vice; Screw Stock; Screw Taps and Plates; Smiths' Tools; &c. &c.

Together with all the ACCOUNT HOUSE FURNITURE,

And a variety of other Mining Materials.

The whole of the above are nearly new, and well worthy the attention of miners, builders, and others, and will be put up in suitable lots for the accommodation of purchasers.

N.B.—The sale will commence each day at Eleven o'clock precisely.

The materials may be viewed by application to Captain Williams on the mine, and any further information may be obtained either of Captain Henry Francis, at Wheal Virgin Mine, or of

Mr. J. THOMAS, Penzance.

Dated, February 25.

**COPPER MINE FOR SALE.**—The proprietors of the BRYNFFELIN MINE, Carnarvonshire, finding it necessary to confine their attention more particularly to their distant mining operations, have decided upon disposing of their interest in the same; they have expended a considerable sum in opening new ground, erecting buildings, &c., and have raised a few hundred tons of ore, while proving the depth to the depth of twenty-five fathoms. The ore is of excellent quality, and the general prospect and local advantages, in command of water power, roads, &c., afford a fair certainty of successful returns, if the mine is spiritedly worked.

For further information, application is to be made (if by letter post paid) to James Milian, Esq., 27, Townhouse-yard, London; William Nolan, Esq., Wicklow; or Messrs. Wright and Getty, Liverpool.

London, March 4.

**MUIRKIRK IRON WORKS.—FOR SALE,** those well-known and recently extended IRON WORKS carried on at Muirkirk, in the county of Ayr, with every capability for the production of pig iron and castings, rolled and hammered bar iron, axes and implements, with all the necessary machinery and apparatus, great extent of power both by water and steam, and the whole in good working condition. They are situate on the banks of the river Ayr, and have waterfalls equal to about 160 horse power, which are supplied at all seasons of the year from large reservoirs. The mineral field is rich and extensive, and amply fitted with pumping and winding engines. The lordships are reasonable, and an abundant supply of excellent materials can be raised and delivered at the works by railway or canal at very moderate rates. The accommodation for managers, overseers, clerks, and workmen, is very complete. The farm consists of about 125 imperial acres, the greater part of which is well drained and highly improved land, and there is a large extent of buildings for agricultural and dairy purposes.

For further particulars application may be made to Mr. Matthew Crickshank, M. George's square, or to Messrs. Moncrieff and Paterson, writers, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sions, Ayr; or to the managers of the works, at Muirkirk—Glasgow, Nov. 22.

#### GLAMORGANSHIRE.

**TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNIRPENLWLCH, the property of J. N. Morris, Esq., situate in the parish of Llangefniach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.**

**TO CAPITALISTS.—Any Gentlemen having Surplus Capital are respectfully informed of an advantageous way by which the same may be materially increased.** The advertisers have lately taken a tour through North Wales, and have explored the principal mountains in search of Mines and Minerals, and can, with every possible assurance, assert that they have fixed upon different places in Carnarvonshire and Anglesea, where there is every prospect of abundance of different Mines and Minerals, such as Manganese, Arsenic, Cobalt, Sulfur, and Copper and Iron Ores; but having no capital to try or work the said Mines, they, therefore, are desirous to treat with any persons wishing to embark in proving the same. Every information can be obtained, on post-paid application being made to Messrs. Hugh Hughes and Co., Crown Liquor Vaults, Bangor, Carnarvonshire, North Wales.—Bangor, March 6.

**BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.**—A Code of Rules and Regulations having been adopted by the proprietors, and a new board of Five Directors appointed.

Notice is hereby given to those shareholders who hold old scrip, and will pay up all calls, with arrears of interest, \* that they may, by signing the code of regulations, and delivering up their scrip, be admitted proprietors, and receive new scrip in exchange for the old, provided that such payments be made on or before the 28th of April next—Messrs. Prescott, Grote, and Co., bankers, London, and the Phoenix Bank, Liverpool, are also authorized to receive such payments.

\* No payments will be received after the 28th of April, and the company will then consist of such persons as have paid up all arrears of calls and interest, and no others will be acknowledged as proprietors.

By order of the directors,

B. SHERATON, Secretary.

To enable parties to make their payments correct, as regards INTEREST on calls in arrear, the following are the dates when each CALL became due, and from which date interest at the rate of 8 per cent. must be calculated up to the day of payment:

First call at	1st Feb.	1837.
Second	21st	Oct.
Third	21st	Apr.
Fourth	21st	Nov.

**COMB MARTIN AND NORTH DEVON LEAD AND SILVER MINES.**—At a Meeting of the Directors, held the 6th of February last, it was resolved—\* That the owners of the following shares having neglected or refused to pay the Call made by us on the 5th of October last, the same shares be, and are declared, forfeited.

Comb Martin, Feb. 18.

WILLIAM NEWTON, Secretary.

#### FIVE SHARES SCRIP.

No.	No.	No.	No.	No.
1	21	230	291	307
4	22	231	292	307
5	23	232	293	308
7	24	233	294	309
12	25	234	295	310
19	26	235	296	311
20	27	236	297	312
25	28	237	298	313
26	29	238	299	314
29	30	239	300	315
31	31	240	301	316
32	32	241	302	317
33	33	242	303	318
34	34	243	304	319
35	35	244	305	320
36	36	245	306	321
37	37	246	307	322
38	38	247	308	323
39	39	248	309	324
40	40	249	310	325
41	41	250	311	326
42	42	251	312	327
43	43	252	313	328
44	44	253	314	329
45	45	254	315	330
46	46	255	316	331
47	47	256	317	332

#### ONE SHARE SCRIP.

No.	No.	No.	No.	No.
27	284	249	309	333
4	278	250	241	334
7	279	251	242	335
8	280	252	243	336
10	281	253	244	337
11	282	254	245	338
12	283	255	246	339
13	284	256	247	340
14	285	257	248	341
15	286	258	249	342
16	287	259	250	343
17	288	260	251	344
18	289	261	252	345
19	290	262	253	346

#### SURREY, KENT, AND SUSSEX BANKING COMPANY.

A Notice is hereby given, that pursuant to a resolution passed by the shareholders at their Annual General Meeting, held on the 27th ult., and confirmed at an Extraordinary General Meeting, held on the 1st inst., the board of directors, with a view to meet the increasing importance of the London establishment, and to afford the company an opportunity of embracing other localities than those comprised in its original designation of the Surrey, Kent, and Sussex Banking Company, have resolved that, for the future, the business of the company shall be conducted under the style and title of THE LONDON AND COUNTY BANKING COMPANY.

Capital, in 40,000 shares of £100 each. £10 per share paid.

Parent Establishment—71, Lombard-street.

#### DIRECTORS.

William Knox Child, Esq.	George Alfred Musket, Esq., M.P.
Emanuel Cooper, Esq.	Philip Perring, Esq.
William Cory, Esq.	Alexander Rogers, Esq.
Philip Frith, Esq.	William Slade, Esq.
Major-General C. Hodgson	Richard Springett, Esq.
Swyford Jarvis, Esq., M.P.	Edward Stuart, Esq.
John Cathcart Joyner, Esq.	

#### TRUSTEES.

William Slade, Esq.	Joseph Henry Warter, Esq.
Major General C. Hodgson	

General Manager—Richard Jeffray, Esq.

Standing Council—John Jarvis, Esq., M.P.

Solicitors—Mevers, Stevens, Wilkinson, and Satchell.

BRIGHTON—Mr. J. Sewell.

CROYDON—Mr. R. G. Croft.

DOVER—Mr. John B. Kneller.

GRAVESEND—Mr. G. Sharpe.

GREENWICH AND Deptford—Mr. F. H. Halpin.

HORSHAM—Mr. W. Pennyfeather.

MAIDSTONE—Mr. T. S. Cuthbert.

ROCHESTER, CHATHAM, AND STROUD—Mr. W. C. Hillier.

RENOVAKEN—Messrs. Palmer.

TUNBRIDGE WELLS—Mr. R. Corke.

WOLWICH—Mr. G. Parsons.

WROTTON—Mr. J. Evesden.

By order of the board,

W. P. LE MAITRE, Secy.

The directors have resolved on giving to their customers the advantage of interest at the rate of 8 per cent. per annum on the minimum monthly balance of their current accounts.

PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT-STOCK COMPANIES.

FRIDAY.

**Railways (Ireland)**—Order for committee thereupon read; paragraph in report from the select committee on railway bills in session 1836, read as follows:—"With regard to Ireland, where no great lines have hitherto been commenced, it is possible that some assistance may be afforded by the Board of Works, and your committee have received from His Majesty's Government a memorial presented to Viscount Melbourne by a great and influential body of Irish proprietors, desiring a general survey, with a view of marking out the best lines in that country. But although it may not be inexpedient to direct that some aid should be given by the abovementioned board in assisting in surveys of lines, at the request of the parties interested, and at their expense, your committee cannot recommend that the Government should undertake the responsibility of deciding upon the points between which railway communication should be undertaken, or entering upon the extended survey, which seems to be desired."—Matter considered in committee.

Motion made, and question proposed, "That Her Majesty be enabled to authorise Exchequer Bills to an amount not exceeding 2,500,000/-, to be made out by direction of the Lords Commissioners of the Treasury, and to be by them advanced for the construction of a railway or railways in Ireland, the sum so advanced being secured, and the interest and sinking fund to be secured on the profits of the works, the deficiency, if any, being provided for by an assessment on the several districts through which such railway or railways may be carried, or which may be benefitted thereby";—question put; committee divided; ayes 144, nays 100.—Resolution to be reported.

**Dear Forest Railway**—Petition of Sir Thomas Crawley Bovey, baronet, and others complaining of non-compliance with the standing orders; referred to the select committee on petitions for private bills.

**Ballochney**—Petition for bill reported, and bill ordered to be brought in by Mr. Lockhart and Mr. Dennistoun.

**Slimaness**—Petition for bill reported, and bill ordered to be brought in by Mr. Lockhart and Mr. Dennistoun.

**Railways (Ireland)**—Five petitions for consideration of several proposed lines of railway in Ireland: ordered to lie on the table.—Two petitions for appointing a committee to determine the best lines; ordered to lie on table.—Petition for carrying into effect the reports of the commissioners; ordered to lie on table.

MONDAY.

**Preston and Wyre Railway**—Bill read second time, and committed.

**Manchester and Leeds Railway**—Petition for bill reported; report ordered to lie on the table.

**Manchester and Birmingham Railway**—Petition for bill reported, and bill ordered to be brought in by Mr. Bootle Wilbraham and Lord F. Egerton.

**Great North of England Railway**—Petition for bill reported; report referred to select committee on standing orders.

**Slomaness**—Order for bill (1st March) read, and discharged; report recommitted to select committee on petitions for private bills; leave to committee to sit and proceed thereupon to-morrow.

**Great Western Railway**—Bill "to amend the Acts relating to the Great Western Railway, and to raise a further sum of money for the purposes of the said undertaking," presented; read first time; to be read second time.

**North Midland Railway**—Bill "to alter the line of the North Midland Railway, and to amend the Acts relating thereto," presented; read first time; to be read second time.

**Railway Commission (Ireland)**—Return presented, showing the expenditure of the commission [ordered 12th of February]; ordered to lie on table.

**Railways**—Address for "Return of all bye-laws made under the authority of any Acts relating to railroads, imposing penalties upon any persons other than those in the service of the said company."

TUESDAY.

**Herefordshire and Gloucestershire Canal**—Petition for bill reported; report referred to select committee on standing orders.

**Birmingham Canal**—Petition for bill reported; report ordered to lie on the table.

**Bristol and Gloucestershire Railway**—Petition for bill reported, and bill ordered to be brought in by Mr. P. Miles and Mr. H. Hope.

**Croydon, Merstham, and Godstone Railway**—Petition for bill reported, and bill ordered to be brought in by Capt. Alanger and Mr. Kemble.

**Stafford's Patent**—Petition for leave to present a petition for bill reported; leave given as desired.

**Rhynsey Iron Company**—Petition for bill reported; report referred to select committee on standing orders.

**Manchester and Leeds Railway**—Report (4th March) from select committee on petitions for private bills read; bill ordered to be brought in by Lord Stanley and Mr. M. Philips.

**Railways (Ireland)**—Return [presented 4th March] to be printed.

WEDNESDAY.

**London and Birmingham Railway**—Bill read second time and committed.

**Preston and Wyre Railway and Harbour, and Preston and Wyre Dock**—Petition for bill reported; and bill ordered to be brought in by Sir H. Fleetwood and Mr. W. Patten.

**Anti Dry-Rail Company**—Petition for bill reported; report referred to select committee on standing orders.

**Birmingham and Gloucester Railway**—Petition for bill reported; report referred to select committee on standing orders.

**Birmingham Canal**—Report (5th March) from the select committee on petitions for private bills, read; bill ordered to be brought in by Lord Viscount Ingestre and Sir E. Wilmot.

**London and Birmingham Railway Bill**—Petition against; referred to committee on the bill; counsel ordered.

THURSDAY.

**Liverpool East-India Warehouse Company**—Petition for bill reported; report referred to select committee on standing orders.

**Protestant Dissenters Assurance Company**—Petition for bill reported; report referred to select committee on standing orders.

**North Union Railway**—Petition for bill reported; report referred to select committee on standing orders.

**London and Southampton Railway (Portsmouth branch) Bill**—Five petitions in favour; ordered to lie on the table.—Bill read second time; and committed to Mr. Shaw Lefevre and the South Hants list.—Two petitions against; referred to committee on the bill.

**Dear Forest Railway**—Petition complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

**Bristol and Gloucestershire Railway**—Bill "for altering and extending the line of the Bristol and Gloucestershire Railway, and for amending the Acts relating thereto," presented; read first time; to be read second time.

**Great Central Irish (Cathlidge and Mullingar) Railway**—Petition for further enlarging the time for presenting a petition for a bill; referred to select committee on petitions for private bills.

**Railways (Ireland)**—Petition from Dublin (Lord Mayor), for facilitating intercourse in Ireland, by means of railroads; ordered to lie on table.

**Manchester and Leeds Railway**—Bill "for extending and for altering the line of the Manchester and Leeds Railway, and for making branches therefrom, and for amending the Acts relating thereto," presented; read first time; to be read second time.

FRIDAY.

**Standing Orders Committee**—Resolutions reported:—

1. That, in the case of the Wyrley and Essington Canal and Birmingham Canal petition, the standing orders ought not to be dispensed with.

2. That, in the case of the Great North of England Railway petition, the parties be permitted to proceed with their bill, on inserting therein a clause to exclude from its operation those parties to whom application has not been duly made.

3. That, in the case of the Herefordshire and Gloucestershire Canal petition, the parties be permitted to proceed with their bill, on giving notices forthwith for three successive weeks in some newspaper of the county of Gloucester.

4. That, in the case of the Rhynsey Iron Company petition, the parties be permitted to proceed with their bill, with the exception of that part which would give them a power to sue and be sued, on giving forthwith the notices prescribed for bills in Class No. 1.

5. That, in the case of the Birmingham and Gloucester Railway petition, the parties be permitted to proceed with their bill, with the exception of that part which relates to the proposed extension line of railway from Gloucester to the Berkeley Canal; and that the committees on this and the three preceding bills do examine, in the first place, how far such orders have been complied with, and do report the same to the House on the report of the bill.

The second, third, fourth, and fifth resolutions agreed to.

**GREAT NORTH BRITISH RAILWAY**—The promoters of this great national undertaking are, we are glad to observe, publishing notices of their intention to apply to Parliament for powers to enable them to carry the works into execution. From this we find the intended railway is to "commence on ground situated in the parish of South Leith, and county of Edinburgh," and "will terminate at or upon a part of the town now belonging to the corporation of Newcastle-upon-Tyne, situated in the parish or parochial chapelry of St. Andrew, in the parish of St. Nicholas, Newcastle-upon-Tyne, and near to the opening between certain streets or places called Clarence Place and Elgin Street or Place." We presume that a junction will be effected from this point with the Great North of England Railway and the Newcastle and Carlisle Railway.—*Tyne Mercury*.

## PROCEEDINGS OF PUBLIC COMPANIES.

## TREVORGUS MINING COMPANY.

On Wednesday, the 6th inst., a special general meeting of the proprietors was held at the office of the company, pursuant to public advertisement, for the purpose of determining upon an increase of capital, or the immediate dissolution of the company; and on the following day a second special general meeting was also held at the same place, for the purpose of confirming such resolutions as might have been passed at the first meeting.

JAMES WALL, Esq., in the chair.

The CHAIRMAN addressed a few words to the meeting, explanatory of the objects of the directors; and, from a report laid before the meeting, it appeared, that the additional capital recommended by the committee of shareholders appointed at the last general meeting had not been paid upon, as promised and expected; that, notwithstanding, the directors had proceeded as rapidly as possible in carrying out the recommendations of Captains Middleton, Teague, and Rodda, who reported upon the mine immediately preceding that meeting. That the objects particularly recommended by those captains, to sink the engine-shaft another ten fathoms, viz., to the forty, and the intersection of the lode at that level, had been nearly carried into effect; that they were at the forty fathom, and within about three fathoms of the lode there. That of 2500 shares proposed to be created by the committee, only 985 were taken, and paid upon, and that the directors were then in advance, and liable for sums exceeding 1000/-; they, therefore, requested the meeting to adopt some resolution to enable them to prove the lode at the thirty fathom (which was cut last week), and to complete the cross-cut at the forty fathom, and to drive a few fathoms further on it, when ample proof would be afforded of the value of the mine, and the prospect it offers of making a remunerating return to the shareholders.

After some discussion amongst the shareholders present, the following resolutions were agreed to:—

That, in accordance with the conditions of this company, the capital thereof be increased £1 per share—5s. per share to be paid on the 20th inst., and the second instalment of 5s. to be paid on the 20th day of April next, the remaining 10s. to be called for (if required) at such periods as may be appointed by a special general meeting, to be called for that purpose.

That the directors be requested to forfeit all shares on which the above instalments be not paid on the day fixed, and appointed for that purpose.

That the resolutions agreed to at the meeting of proprietors, held on the 6th inst., be now confirmed.

A vote of thanks having been passed to the chairman and directors, the meeting adjourned.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

The annual general meeting of this association was held on Thursday, the 7th inst., at the London Tavern.

JOHN SHORE, Esq., in the chair.

The directors who went out of office by rotation, namely, J. L. Goldsmith, Esq., Thomas Gibson, Esq., and John Wray, Esq., were unanimously re-elected, as was also H. J. Brooke, Esq., as auditor.

Thanks having been voted to the chairman, the meeting separated.

## WEST CORK MINING COMPANY.

A general half-yearly meeting of the proprietors of this company took place on Thursday, the 7th inst., at their offices, New Broad-street-court.

MR. WARNER in the chair.

The SECRETARY having read the advertisement convening the meeting.

The CHAIRMAN having informed them that the absence of their managing director, Mr. Vigers, was occasioned by illness, proceeded to state the business of the day, viz., to elect four directors and two auditors, and to confirm the minutes of the last meeting.

The SECRETARY read the minutes of the last half-yearly general meeting, held at the London Tavern on the 2d August last, and also the balance-sheet to the end of December last; and it being moved and seconded—"That the same be confirmed," the motion was carried unanimously.

The CHAIRMAN then stated, that as only three gentlemen had been put in nomination for the vacancies in the direction, only three could be elected, and he, therefore, proposed Messrs. Wetton, Baker, and Hanson, as directors, and Messrs. Holborn and Patrick, as auditors, which was seconded and carried unanimously.

A PROPRIETOR having inquired if it was not usual for the directors to prepare a report to lay before the proprietors?

The CHAIRMAN said, that as the works in Ireland were in *satus quo*, waiting the result of the legal proceedings now pending, there was no report to make on that head—and with regard to those proceedings, the shareholders, he believed, were pretty generally apprised of their nature, and that an appeal from the judgment of the Lord Chancellor of Ireland had been prepared, and would be prosecuted with the utmost vigour. The formal business of the meeting being now over, the directors would be happy to answer any questions which proprietors might ask, and give any information in their power.

The Rev. Mr. KNAAPP considered the directors ought to show good grounds for their appealing to the House of Lords from the decision of the Chancellor of Ireland; the company had now been so long involved in expensive and vexatious litigation, month after month, and year after year, that he really thought it desirable that some means should be adopted to bring the matter to an amicable conclusion. He was sure there was an opening for reconciliation on the part of the adverse party, and he not only spoke his own sentiments, but those of Mr. Pownall, Mr. Phillips, and other gentlemen with whom he was connected, when he stated that he had no doubt if a committee was formed, either from among the proprietors or the directors, to make inquiries as to the best mode of proceeding, and enter into communication with the opposing party, a reconciliation might be effected, and the company relieved from their present uncertainty, and placed in a position to resume the working of their mines.

Mr. WETTON asked the reverend gentleman if he was authorised to make any offer of this description to the meeting?

Mr. KNAAPP said he was not; he had never communicated either directly or indirectly with any party; it was a suggestion of his own, as he was anxious for the welfare of the company, and thought it to its interest to end this litigation as soon as possible.

The CHAIRMAN said, he thought the very wording of the Chancellor's judgment left them no other alternative than the appeal in question; he read the first paragraph—"I find little difficulty in giving judgment in this cause, as I have no doubt, from the magnitude of the interests involved, that my decision will go before a higher tribunal"—this, he thought, was of itself sufficient to show he had but little confidence at the time, even in his own judgment, and the directors would not be doing their duty to the company, without going to the last resource to recover their rights, and he felt little doubt as to a successful result.

Mr. WARREN said, the directors were certainly not in a position to make any concession to the opposing party, as that would be acknowledging the company in the wrong, and giving up every chance to their opponents; if any chance of reconciliation had ever existed (which he much doubted), the time at all events had now gone by; here they were, with the decision of the Chancellor of Ireland against them, and were now called upon by the reverend gentleman to acknowledge the defendant's right, and give up the only chance left them of recovering the property of the company; if any offer was made, by any person or persons authorised by Lord Audley, the directors would certainly give it their best consideration, and act in the most advisable manner for the benefit of the company, having in view the termination of the present proceedings, provided the directors could bring it about on equitable and honourable terms—but further than this he thought they could not go.

Mr. GARNER thought that at present Lord Audley had the whip-hand of the company, and it was certain while asperities existed between the two parties, as at present, no offer was likely to be made by either; he deprecated the present appeal to House of Lords, as vastly increasing the expense, without sufficient ground to hope for ultimate success, and he called upon them to consider in what situation they would be placed, should this decision also coincide with that of Lord Plunket, annexed in the whole of the costs, and liable to be called upon for a sum of about £10,000. He earnestly hoped the directors would take the matter into their serious consideration, and endeavour to come to some arrangement with the parties.

Mr. DAVIS, who said he had only heard of the meeting about two hours ago, also took the same view of the case, and was sure there was

a desire on the part of Lord Audley to bring the matter to an amicable arrangement.

Mr. SPARKE said, with reference to the hint which had been thrown out by the Rev. Mr. Knapp and Mr. Green, of the appointment of a committee of the shareholders to confer with Lord Audley, or some respectable parties on his behalf, it was his impression, and he believed that of the shareholders at large, that no persons were so competent to undertake the management of any such negotiation as the present directors, possessing as they did the confidence of the shareholders.

Mr. WETTON made allusion to the fact, that both the Rev. Mr. Knapp and Mr. Green had, from the very commencement of the legal proceedings, been actively connected with Mr. Pike and his party, and therefore any suggestion coming from such parties could not be considered as being made impartially; and he held in his hand a printed letter, without any signature or printer's name, which had been forwarded to several friends of his who were shareholders, at the foot of which a slur was attempted thrown upon the proceedings of the directors, on the ground of their having incurred heavy costs, and, as he believed that to have emanated from the opposite party, he thought the present attempt at reconciliation came from them with a very bad grace, and he threw back the imputation attempted to be cast on the directors in that letter with the contempt it deserved, knowing, as he did, that they came into office without a shilling in the shape of funds to assist them, and had, by the utmost care in curtailing every expenditure, selling everything that could be made available, and afterwards by procuring loans from the shareholders, and advancing money from their own pockets, obtained funds for the defence of the interests of the company, which funds they had carefully husbanded and expended in the way they considered the most beneficial.

Some further conversation ensued upon the subject, when Mr. Wetton and the chairman, as representing the directors generally, thought the time had certainly gone by for any reconciliation, if indeed it had ever existed, but expressed their willingness, if any offer was made by the other party, to give it their honest and impartial consideration; and, if under these circumstances they, the directors, thought that any reconciliation could be effected, they would call a meeting of the shareholders and lay the whole of the facts before them for their decision.

Thanks were voted to the chairman, and the meeting broke up.

## GREAT LEINSTER AND MUNSTER RAILWAY.

The general half-yearly meeting of this company took place at their offices, Moorgate-street, on Saturday, the 2d inst.

HENRY BAINBRIDGE, Esq., in the chair.

The CHAIRMAN said, in consequence of the proposition which had been unexpectedly brought forward by the Government, with regard to Irish railways, the report, which was in an unfinished state, would merely recommend the adjournment of the meeting, in order that a conference might be held with the Government, and their ultimate intentions ascertained.

The SECRETARY read the directors' report.

The report stated, that the engineers of the company had been directed to consider and to report upon, the nature of the line proposed by the Irish Railways Commissioners in respect to this railway. On the 27th August, a memorial had been addressed to the government to elicit their opinions on the subject. No answer had been received to that application up to the 10th November, when the secretary again wrote to the Chancellor of the Exchequer, representing the case of the company in the following terms—"If the line proposed had been shown inconsistent with the great object of internal communication recommended by the commissioners, or did not possess in itself the prospect of a speedy return, the directors would not appeal to the government. But the company feel

Although the Government had refused to give any information as to what its intentions were.

Mr. MAHER, M.P., would state, that within the last ten days he had waited upon Lord Morpeth, and pointed out the inconvenience to which they were subjected in being obliged to suspend the works from not having received any intimation as to the course which Government intended to pursue. He could, however, obtain no information from his lordship, on the ground that the Government had not made up their minds as to what their intentions were. The directors, however, had felt themselves warranted in holding together, and it was now in contemplation to obtain an interview with Government for the purpose of ascertaining whether they could obtain an indemnity for the surveys and other expenses they had been put to. The directors were prepared, if a competing line had been proposed by any other company, to enter the field with them on the merits of their respective lines, even if Government had proffered its assistance to that rival company; but they were not prepared to compete with the Government, having two millions and a half of money at its command, to be laid out in furtherance of the Report of the Commissioners. It appeared to him that not a moment should be lost in ascertaining if any indemnity could be obtained from the Government.

In answer to a question from a proprietor, Mr. MAHER stated that the line proposed by Government ran parallel to their's for twenty-five miles, and for nearly twenty miles it was the same line.

A PROPRATOR did not think that any Government would take so mean and unfair an advantage, after having granted them an Act of Parliament, as to adopt their line without affording them some compensation.

Another gentleman observed that it should be represented to the Government that they had expended, upon the faith of a legislative enactment, a sum of 20,000*l.*, and it was impossible to believe that any Government would perpetrate the injustice of depriving them of their Act of Parliament, and refusing them compensation. As to opposing them, it would be sheer folly to oppose their weakness to the strength of the Government.

Mr. SMITH said he was in the House the previous night, during the debate, and he feared, from its tone and temper, that their chance of compensation was very small indeed. The most extraordinary statements were made by Lord Morpeth, but if the House was determined to support him in it, it would not be in the power of the directors of that company to resist him. It was the people of England who must decide the question. So monstrous an interference on the part of the Government with private enterprise and speculation was never heard of. If the two and a half millions was granted they could not stop there. There must be further grants, and other lines laid down, and then the people of Scotland and England would demand to be placed on the same footing. Lord Morpeth had recommended his proposition to the House, by saying that the Government of Belgium had taken the construction of railways into its own hands. He had the fullest confidence in the zeal and ability of the directors, but he feared they could not do much—it was the shareholders, through their representations, who must exert themselves, so as to place their case in a proper light before the Government and the public.

After a good deal of desultory conversation, it was finally agreed that the directors should put themselves in immediate communication with the Government and that the meeting should adjourn till the 23d inst., when the result of their arrangements with the Government would be communicated to the proprietors.

The meeting then separated.

#### SOUTH-EASTERN RAILWAY COMPANY.

A special general meeting of the shareholders in this undertaking was held at the offices, on Tuesday, the 5th inst., for the purpose of confirming the resolutions of a previous meeting.

T. W. TINDALE, Esq., in the chair.

The secretary having read the advertisement convening the meeting,

The CHAIRMAN stated, that the meeting this day was called for the purpose of confirming the resolution passed at the last meeting if they thought fit so to do, and as he firmly believed it was the wisest course the directors could possibly adopt, he trusted it would receive the sanction of the meeting; he would, with their permission, read the resolution, which was to the following effect:—

To empower the directors to re-issue the 6000 reserved shares at 3*l.* each, allowing one new share for every two held by the existing proprietors.

Mr. BAXENDALE said, he was most happy to be able to congratulate the proprietor on the present prospects of the undertaking, and he firmly believed, if one railway more than another (among the variety of undertakings of this nature) was worthy the support of the public, this was the one. He had the utmost confidence in the engineer, not only from his acknowledged merit as a practical man, but he had been personally acquainted with Mr. Cubitt for many years, and he firmly believed he would not put an estimate on paper that he did not in his heart believe was correct, as near as estimates could be found, and taking for granted that that estimated sum would complete the work, he was enabled, and so was every gentleman present, to calculate the profit which would arise from the conveyance of passengers and goods on the completion of the undertaking. As to the present business of the meeting, that of issuing the reserved shares to the proprietors, he verily and conscientiously believed it was the best, indeed the only proper course the directors could adopt, and he trusted it would meet the cordial and unanimous acquiescence of the meeting.

Mr. TYRELL said he wished most respectfully to address a few words to the meeting on this subject; he represented upwards of 300 shares, and had come to town to attend the last meeting, for the purpose of opposing this (as he considered) impolitic and unjust measure, and he thought he should not be doing justice to himself and those he represented unless he adopted the same course on this occasion. The shares at present held by the proprietors had paid 9*l.* per share, and it was now proposed to issue their 6000 reserved shares at 3*l.* per share, and giving the holders thereof the same privileges as those who held shares on which the larger sum had been paid; he not only considered this unjust, but he had calculated it would produce a loss to the company of 92,000*l.*; he proceeded at some length to the same purport, and moved an amendment to the effect—"That the proposal was subversive to the best interests of the company, and that the meeting do adjourn to that day six months."

Mr. FIELD said he could not see how the present proposal could be subversive of the interests of the company, or a loss to the proprietors, collectively or individually. The gentleman who had last spoken, seemed to calculate on the principle that the shares in question were to be distributed to the public, and thus allow persons who had at present no interest in the concern to come for 3*l.*, and share all advantages which may arise with those who had paid 9*l.*—such was not the case: the present proposal was to distribute to proprietors only these 6000 shares, in proportion to the number of original shares they held, and as they would all thus participate in the advantage, he could not see how it could possibly be considered either as unfair or impolitic; there was only one thing in the resolution which he thought might be altered to advantage, and that was—that instead of the directors appropriating generally any shares which might be left, and not taken up by the proprietors, they ought to be offered to those individuals who had come forward when the aspects of the company were anything but promising, and put down their names for their quota, from a desire to give energy and confidence in the undertaking.

The CHAIRMAN perfectly agreed with Mr. Field, and considered Mr. Tyrrell now took, as he had at the last meeting, a very wrong view of the principle of the proposal; he could assure the meeting, that the directors had given the matter their most serious consideration, and he could honestly and conscientiously state, that if there was any other plan proposed which they thought could tend more to the interest of the company than this, they would have adopted it in preference. He then proceeded to give a description of the works in progress, and stated there were only five places where anything of any magnitude occurred, and none of these were formidable; at Duxford the tunnel was fast advancing to completion; at Beechborough they were not so far as might have been expected, in consequence of a diversion of the line at that place; at Tonbridge, Penshurst, and Folkestone they were advancing steadily; and the rest of the line was of that easy straightforward nature that it could be completed in almost any given time; the whole line, from Edenbridge where they were to join the Brighton Railway, was laid out and paid for, and, upon the whole, the prospects of the company were of a most cheering description.

After some further conversation Mr. Tyrrell withdrew his amendment, and the resolution was confirmed.

A PROPRIETOR asked if they expected any opposition to the Bill now before Parliament, by the Brighton Railway Company?

The CHAIRMAN replied he was afraid they should be so opposed, but he felt great confidence in the justice of Parliament, and that what they had been promised under a solemn compact with the Brighton company would be granted to them.

Mr. GLYN (the chairman of the London and Birmingham Railway) said, that seeing an hon. friend of his in the room, who was a director of the Brighton Company, he would inquire whether a Parliamentary agreement had not been entered into, and having read that portion of the agreement, which declares that "the Brighton Company shall unite their interests with the Dover Company in carrying the Junction line through Parliament," put it to his hon. friend to state the views of the Brighton Company.

Mr. SHEWELL (one of the directors of the Brighton company) said, that it was only on the understanding that it was the intention of this company not strictly to adhere to the clause in question, on the subject of taking twelve miles of the Brighton road, that the directors of that company had given notice of opposition to the present bill, and he would take upon himself to say, that they all were not only willing, but desirous to withdraw that opposition, provided the directors of the South-Eastern Railway adhered closely to the terms of the clause which gave them the power in question, as he was certain that it was for the interests of both companies that they should go hand in hand.

After considerable argument on the best means to advance so desirable an object, it was decided that a committee should be formed, to consist of Messrs. Baxendale, Wilson, and Borrodale, to communicate with the directors of the Brighton Railway, thus amicably to arrange the matter at the next meeting.

Thanks were voted to the chairman, and the meeting separated.

#### TAFF VALE RAILWAY FROM MERTHYR TO CARDIFF.

The half-yearly general meeting of the proprietors of this company took place at the Angel Inn, Cardiff, on Tuesday, the 26th ult.

WALTER COFFIN, Esq., in the chair.

The CHAIRMAN explained the progress and prospects of the undertaking, in his usual able and lucid manner, congratulating the company on the prosperity which had attended them thus far, and the rapidly approaching termination of all their anxieties.—The directors' report was then read by the secretary, and included a full and highly satisfactory report of the state of the works by Mr. Bush, the engineer, the whole of which was ordered to be printed. A good deal of conversation ensued, bearing on various interesting points connected with the railway. It appeared that the money authorized to be raised by the Act of Incorporation will be sufficient, or nearly so, to complete the works which had been originally contemplated by the company. The chairman also pointed attention to the very satisfactory fact, that the tramroad from Tredegar, &c., to Newport, has a capital of 400,000*l.* invested in it, and yet pays a dividend of 10 per cent. per annum, although the vein of coal in that valley does not exceed three feet in thickness, whilst the veins in the vale of Taff exceed forty feet, and are inexhaustible for centuries to come. This statement appeared to carry conviction to the minds of all present, that no probable increase of capital in perfecting the concern could possibly render it less productive than has been anticipated from the commencement. A striking proof of the confidence felt in the undertaking, has been furnished in the prompt tenders of money upon loan, in part of 100,000*l.* which the company are authorized by their act to take upon debentures—one-third of the sum applied for having already been subscribed by parties residing in the immediate vicinity of the railway. A vote of thanks was unanimously passed to the talented and indefatigable chairman, and the meeting separated with feelings of renewed confidence in their undertaking, which certainly has the most substantial prospect of being carried on with speedy and permanent success.

Sheffield and MANCHESTER RAILWAY.

On Wednesday, the 27th ult., pursuant to their Act of Parliament, and to notice advertised in the papers, the half-yearly meeting of the proprietors of this company was held at the Albion Hotel, Manchester.

Lord WHARNCLIFFE in the chair.

There was a numerous attendance of proprietors, both of those resident in the town and also along the line, especially that portion of it between Manchester and the western entrance of the summit tunnel. Some gentlemen were also present from Sheffield and the neighbourhood. The CHAIRMAN, having affixed the common seal of the company to the register of shares, called on the secretary to read the clause of the Act, authorizing the present meeting.—Mr. C. THOMSON, the secretary, read the clause, which enacted that within six months after the passing of the Act, the first general meeting should be held, and that afterwards the half-yearly general meetings should be held in February and August, at such time and place as the directors should fix. He also read the advertisement convening the meeting, and the report of the directors.

Mr. C. VIGNOLE (engineer of the line) also read his report.

The financial statement was then read by the secretary.—The CHAIRMAN explained that the balance of 10,300*l.* 16s. 6*d.* was independently of the amount received on the last call, and that the balance at present in the hands of the bankers was 17,000*l.* 1s. 3*d.* Mr. S. SKED, of Manchester, had great pleasure in moving—"That the report of the directors be received and adopted."—Mr. THOMPSON, of Sheffield, seconded the motion.

In answer to a question by the Rev. Richard Bassett, the noble CHAIRMAN said that the report would be printed and circulated amongst the shareholders. The motion then passed unanimously.

Mr. D. WADDINGTON, of Manchester, moved the reception and adoption of the accounts, and of the report of Mr. Vignole—which motion was also passed unanimously.

The CHAIRMAN said that the proprietors were doubtless aware, that under the Act of Parliament it was necessary at the end of the year that a ballot should take place as to the retiring of a certain proportion of the directors. That ballot had taken place, and the gentlemen who had retired, upon that ballot, were Mr. Thomas Ellison, Mr. George Sidebottom, Mr. Joe Sidebottom, and Mr. Charles Appleby.

Mr. J. TURNER, of Godley, near Hyde, had great pleasure in proposing—"That the four retiring directors be re-elected."—Mr. J. CHAPMAN, of Hill End, near Motttram, seconded the motion.

The Rev. R. BASSNETT, of Gorton, moved, as an amendment, the substitution, for some one of the four, of the name of Mr. David Waddington, of Manchester. He was a gentleman who resided within 200 yards of the line, and had all his time to devote to the interests of the company. It was very desirable that they should have some of the directors resident at this end of the railway, and Mr. Waddington, was in every respect very suitable for the office.

Mr. J. W. BRIDGE, of Grove House, Ardwick, seconded the amendment, on the ground of the importance which he thought it must be to the general interests of the company, that some of the directors should be at this end of the line.

Mr. S. SKED, of Manchester, supported the amendment, not because he had anything to complain of in the conduct of the retiring directors, but he thought that Manchester ought to have at least two gentlemen on the directory.

The CHAIRMAN inquired if there was anything in the Act to direct the mode of electing directors. One of the law agents read some clauses containing provisions as to the retiring by ballot of four directors, who were re-eligible, and as to the proprietors eligible as directors, viz., the holding of ten shares respectively; but the Act contained no directions as to the mode of taking the votes. Another clause enacted, that every proprietor holding twenty shares or under should have one vote in respect of each share, and no additional vote was given in respect of every five shares held beyond the twenty.

The Rev. R. BASSNETT, in order to facilitate the proceedings, produced, instead of one name, an entire list of four, viz., Messrs. Thomas Ellison, George Sidebottom, David Waddington, and Cornelius Randell.

The CHAIRMAN observed that as Mr. Appleby was elected to supply a vacancy at the Sheffield end of the line, and a certain number had been elected from each, it would hardly be right to fill his place with a gentleman from the Manchester end.

After some discussion, Mr. BASSNETT withdrew the name of Mr. Thomas Ellison, and inserted in his list the name of Mr. Charles Appleby. A voting paper was then prepared with six columns for the names of the six gentlemen proposed, two of them being included in both lists. The personal or individual votes of the shareholders were first taken by their signatures and marking in each of four columns the gentlemen for whom they voted. The votes, in respect of the shares which the proprietors present held respectively, were then taken, and the chairman stated the numbers to be as follows:—

	Personal votes.	Votes by shares.
Mr. Charles Appleby	34	300
Mr. George Sidebottom	28	600
Mr. Thomas Ellison	19	400
Mr. John Sidebottom	12	200
Mr. Cornelius Randell	11	200
Mr. David Waddington	7	175

The CHAIRMAN accordingly declared Messrs. Charles Appleby, George Sidebottom, Thomas Ellison, and John Sidebottom, duly elected, or rather re-elected; they being the four retiring directors.

The Rev. R. BASSNETT moved—"That the best thanks of the proprie-

tors be given to the directors for their assiduous attention to the interests of the company."—The Rev. W. WHITELEGG, of Platt, near Manchester, seconded the resolution, which passed unanimously.—Mr. W. SIDEBOTTOM, as deputy-chairman of the board of directors, returned thanks on behalf of the directors.

Thanks having been voted to the chairman the meeting adjourned.

#### NORTHERN AND CENTRAL BANK OF ENGLAND.

A half-yearly meeting of the shareholders of this bank was held in the large room, at Lodyman's Hotel, Bridge-street, on Thursday, the 28th ult., for the purpose of laying before the shareholders the state of affairs of the company up to the 31st of December last, and of electing two directors in the room of the two retiring, in pursuance of the deed of settlement. There were from 250 to 300 shareholders present.

Mr. J. S. STUNNIS in the chair.

The CHAIRMAN, in opening the business of the meeting, requested that, as much as possible, remarks might be forbear, till the whole of the routine business had been gone through. He read the notice convening the meeting, and said, he was very glad to state that the vast amount of debts taken as had last season would be considerably less than was expected. His own opinion was, that the bank was now 20,000*l.* better than at the last meeting.

Mr. FARRAN (an officer of the bank) read the proceedings of the last meeting, and Mr. SINCLAIR read the following half-yearly report of the directors:—

The directors of the Northern and Central Bank have to report to the shareholders the position of the company's affairs as on the 31st December last. It is with much satisfaction that the directors can state, that since their last report, the realisation of the assets of the bank has, on the whole, proceeded in a satisfactory manner; that all the debts of the bank have been discharged, with the exception of some deposits and notes in circulation; and after allowing for these liabilities, there remained, at 31st December last, a clear cash balance of 13,000*l.* At this date the cash balance is 7,000*l.*, and the debts due by the bank amount to 13,000*l.* of the bills on hand the sum of 30,000*l.* is expected to be regularly paid by the end of August next, in addition to contingent receipts, which cannot now be specified.

The directors feel every confidence in assuring the shareholders that the estimated value of the assets of the bank, contained in their last report, has, on strict examination, been fully maintained.

As to the best course to be pursued in the present position of the bank, the directors would refer to the report from the committee appointed by the shareholders, in whose recommendation they fully concur; the interest of all being the same, to bring the affairs of the establishment, as soon as possible, into a satisfactory condition.

Mr. Benjamin Bradley and Mr. Thomas Greig are the two directors who retire by rotation. To supply these vacancies, two shareholders will have to be elected by this meeting, pursuant to the 90th clause of the deed of settlement.

The engagement with Mr. Connell, as managing director, terminated on the 4th instant, and the subsisting agreements with the other officers of the bank expire in the month of May next, with one exception, which lapses in November.

Mr. SINCLAIR also read the report of the committee which had been re-appointed at the last general meeting, in October last, which was in the following terms:—

We, the committee, who were re-appointed at the adjourned half-yearly meeting, held at Lodyman's Hotel, on the 11th day of October last, have to submit the following report to the shareholders:—

It being general y and resolved that the Right Hon. the Chancellor of the Exchequer will, in the course of the present session of Parliament, propose a new law relating to joint-stock banks, which may materially alter and amend the laws of these establishments, as at present constituted, and render their working more safe, and less liable to legal difficulty, the committee recommend that this bank should go on as hitherto until the next half-yearly meeting.

The committee have also been led to this conclusion from the amount of the assets of the bank as yet realised being too small to enable the operations of the establishment to be conducted on a scale sufficiently enlarged to secure a profitable business.

The committee have been further induced in some measure to recommend the postponement of the subject, because of the excited feeling existing in this neighbourhood at present in regard to joint-stock banks. A few months will correct this excitement, and the delay will develop more extensively the resources of the bank, as well as the principles and details of the anticipated new regulations for joint-stock banking.

THOMAS BROADBENT,  
JAMES BURTT,  
WILLIAM ECKERLEY,  
T. HARROTTE,  
WILLIAM HAYNES,  
ALEX. OGILVIE.

In the course of a most irregular, discursive, and personal discussion, the CHAIRMAN read a letter from Mr. Connell, expressing his regret that illness prevented his attending the meeting, and stating that when the inspectors entered upon their duties, they found the directors and the principal servants of the bank indebted to it in the total sum of about 300,000*l.*, for which the inspectors had felt it their first duty to obtain security, so as to protect the bank from loss. At that period too, the whole liabilities of the bank exceeded two millions sterling, but now, happily, the whole of the debts due by the bank had been discharged, and there was a large balance of money now in hand,

## PUBLIC COMPANIES.

## MEETINGS.

**BRISTOL AND EXETER RAILWAY.**—Notice is hereby given, that in pursuance of the Act of Incorporation, a HALF-YEARLY GENERAL MEETING of shareholders in this company will be held at the Merchant's Hall, in the city of Bristol, on Tuesday, the 6th of March next, at Eleven o'clock, for the purpose of ELECTING FOUR DIRECTORS in the room of those who retire by rotation; for confirming the notices of forfeiture given to proprietors of certain shares (unless the arrears thereon stand in the mean time have been paid); and for other affairs. The chair will be taken at Twelve o'clock precisely.

FREDERICK RICRETTES, Chairman.

The transfer books will be closed on Saturday, the 3rd of February, and not reopened until after the General Meeting on the 6th of March. The four retiring directors are eligible for re-election.

By order of the board,

Olice, 20, Broad-street, Bristol, Feb. 4.

J. B. BADHAM, Sec.

**THE DUKE OF CORNWALL'S HARBOUR AND LAUN-**

GE-TON AND VICTORIA RAILWAY COMPANY.

Notice is hereby given, that the adjourned Half-yearly GENERAL MEETING of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 14th March next, at One o'clock precisely.

By order of the Board,

Olice, 5, Cogshall-buildings, Feb. 26.

JOE. DYSON, Secretary.

**CROFT WEST MINE.**—Notice is hereby given, that a GENERAL MEETING of the adventurers in Croft West Mine, in the parish of Kewyn, in the county of Cornwall, will be held at the house of Mr. H. Chapman, Innkeeper, in the town of Redruth, in the said county, on Monday, the 10th day of March instant, at the hour of Twelve at noon, for the purpose of adjusting the unsettled demands on the Mine, and of arranging for their payment, and as well to depute some person to receive the arrears of costs due from the adventurers, and of agreeing upon a call, if necessary, to meet the said demands.

Dated March 6.

## CALLS.

**GREAT NORTH OF ENGLAND RAILWAY.**—NINTH CALL OF FIVE POUNDS PER SHARE.

The Directors of the Great North of England Railway Company hereby give notice, that a CALL of FIVE POUNDS per share on each of the shares in the said company has been made this day, which is to be paid on or before Monday, the 25th day of March next ensuing, to the credit of Joseph Pease, Esq., M.P., the company's treasurer, at any of the following bankers, viz.—

London—Messrs. Brewett and Fowler.

Liverpool—The Commercial Bank of Liverpool.

York—The York City and County Banking Company.

Newcastle, Shields, and Sunderland.—The Northumberland and Durham District Banking Company.

Ashington, Darlington, Stockton, Thirsk, Northallerton, Bishop Auckland, and Barnard Castle—Messrs. Backhouse and Co., or their Agents; or the amount may be remitted through any country banker to Messrs. Brewett and Fowler, as above.

Interest at 6 per cent. will be charged on all instalments not duly paid.

FRANCIS M'WBURN, Clerk to the Company.

Great North of England Railway-office, Darlington, Feb. 19.

**ST. HILARY COPPER MINING COMPANY.**—The directors beg to remind the shareholders, that the fourteen days' grace for payment of the last call of Five Shillings per share, due 1st of March, WILL EXPIRE ON Friday, the 15th instant.

10, Great St. Helen's, March 5.

**WHERRY MINING COMPANY.**—Mount's Bay, Penzance, Cornwall.—Notice is hereby given, that a FIFTH CALL is now made on the scrip of the above company, such call to be for ONE POUND per share of TWO POUNDS per scrip, to be paid on or before the 15th day of this instant, February, at the London & Westminster Bank, London; at the Commercial Bank, Manchester; or at the bank of the Western District Banking Company, Penzance, where authority is given to endorse the same on the scrip.

RICHARD PEARCE,  
SAMUEL HIGGS,  
RICHARD MILLETT, Directors.

Dated Wherry Mine Office, Penzance, Feb. 4, 1839.

\* Any shareholder who shall neglect to pay his call on the above-named day, or within thirty days thereafter, will incur the absolute FORFEITURE of his or her shares.

10, New Broad-street-news, March 5.

H. W. SCHNEIDER, Secretary.

**MEXICAN AND SOUTH AMERICAN COMPANY.**—Notice is hereby given, that the directors have made a CALL OF ONE POUND per share on the shares in this company, and that the same is to be paid on the 10th of April next, to Messrs. Barclay, Bevan, and Co., for account of the shareholders on the 11th of April next and following days, at No. 2, St. Mildred's-court, London, between the hours of Eleven and One o'clock.

March 1.

**WILLIAM TRENNERY, Jun., MINE AGENT and SHARE BROKER (from Redruth, Cornish),** begs to inform his Friends and the Public, that he has just returned from inspecting the principal Cornish Mines, and will be happy to give any information respecting them.—SHARES FOR SALE in MINES paying GOOD DIVIDES. Mines inspected, and Specimens of the various Ores seen at his office, where all particulars may be known on application—if by letter, post paid.

5, Threadneedle-street, London, Jan. 21.

**EAST CORNWALL MINING ASSOCIATION.**—The Trustees of this Association intend to issue NEW SCRIP SHARES, of 2d each, at par, 2d to be paid on the allotment, and the remainder (2d) in three months after. Applications for the same may be made (by letter, post paid) on or before the 15th March, addressed to the Secretary, at the office, 5, Austin-street, where the Reports of the Trustees lie for inspection by the shareholders and applicants for New Shares, and which may be seen daily between the hours of Eleven and One o'clock. The present shareholders are especially invited in to present in their application for New Shares, and to state therein what number of Old Shares held by them.

5, Austin-street, Feb. 21.

**TIN CROFT MINING COMPANY.**—Notice is hereby given, that a DIVIDEND (being the second) of FIVE SHILLINGS per share, has been declared by the directors of this company, and that the same will become payable to the shareholders on the 11th of April next and following days, at No. 2, St. Mildred's-court, London, between the hours of Eleven and One o'clock.

March 1.

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5, Austin-street, Feb. 21.

**THE METROPOLITAN CEMETERY AND GENERAL INTERMENT ASSOCIATION.**—Capital £75,000, in shares of 2d each. Deposit, 2d per share.

MEMBERS.—

T. Johnson, Esq., Alderman and Sheriff  
John Price, Esq., Alderman  
John Humphrey, Esq., Alderman, M.P.  
William Green, Esq., Deputy  
W. F. Tyers, Esq., Deputy  
G. A. Brown, Esq.

MEMRS. SPENCER, ATTWOODS, AND CO.

MEMRS. PRESCOTT, GROSE, ASHER, BATTLE, AND GROSE.

The object of this company is to supply not only the place of interment, but the necessary consummations in conducting funerals.

Prospectus, with printed forms of application for the remaining shares, may be obtained of Messrs. Wyatt and Brandon, 74, Great Russell-street; Messrs. Smith and Barnes, Frederick's-place, Old Jewry; and of J. B. Shearman, Esq., clerk of the company, 28, Great Tower-street.

**THE ANTI DRY-ROT COMPANY.—KYAN'S PATENT.**—

Sir.—A few days since my attention was drawn to a statement of the effects of Kyan's process in the preservation of the wood-work of a box on the premises of Mr. Bell's Thompson, Berkeley-square. As it appeared a very extraordinary case, I went to inspect the box in question, and was so struck with what I saw, and at the same time so deeply impressed with the importance of the subject, that I shall make no apology for troubling you with the following statement. The box, as it is called, is a deep, walled pit for the reception of stable-filler and other refuse, covered hitherto with a timber frame and door, on a level with the ground. The wood-work is therefore constantly exposed to the heat and moist evolutions from the fermenting dung beneath, as well as the action of the weather above, circumstances calculated to effect the most rapid decay. Accordingly, before recourse was had to Kyan's process, the door and frame, though made of the best oak, mere, became quite rotten, and, as I was informed by Mr. Bell's, the builder, had been twice renewed within the space of six years. In July, 1838, by the directions of Mr. Thompson, the present cover was constructed, of Kyanized timber, and the result has fully answered his expectation. By instead of being quite rotten, in three years, as formerly, it is now, at the end of four years, as perfectly sound, and the fibres of the wood as tough as on the day it was put down. As the timber in this instance has evidently been exposed to the severest action of the decaying influences, it affords the strongest possible confirmation of the efficacy of the process by which they have been so completely restored; and though this is only one out of many thousand proofs, it is difficult to satisfy every honest and ingenuous mind, as to the merits of the new composition. The box having been buried in the open air, or street, at the back of Mr. Thompson's house, it may be easily inspected at any time, Mr. T. having very liberally directed every visitor to afford for that purpose, and Mr. Jeary, of 28, Broad-street, obligingly answers any inquiries on the subject.

I am, Sir, your most obedient servant.

F. FALKNER.

W. B. VIGORE, Esq., chairman of the Anti Dry-Rot Company.

**ANTI DRY ROT COMPANY—FIVE HUNDRED POUNDS REWARD.**—From some circumstances recently made known to the directors of this company, it is quite certain that important information might be given as relates to the FRAUDULENT RE-ISSUE and SALE of SCRIP SHARES not at present accompanied by Notes. Therefore, hereby given, that the above REWARD will be paid to any person giving such information at our office as will enable the directors to prosecute to conviction any party guilty of the fraud, and all possible success may be relied on.

HALL, THOMPSON, and REWELL.

Haller's-hall, St. Martin's-lane.

## PUBLIC COMPANIES.

## MEETINGS.

East Wheal Strawberry Mining Co.	2, St. Mildred's-court	March 11.	4.
London Commercial Sale-rooms	Mincing-lane	11.	12.
Northern and Eastern Railway	London Tavern	12.	1.
Pike of Cornwall's Harbour	London Tavern	14.	1.
Tregolian Mining Company	George and Vulture	14.	4.
Imperial slate Company	2, Adelphi-terrace	14.	12.
London and Greenwich Railway	London Tavern	14.	12.
Great Wheal Prosper Mining Company	Clarendon Rooms, Liverpool	15.	12.
Provincial Bank of Ireland	42, Old Broad-street	15.	12.
Grand Collier Dock Company	29, Fenchurch-street	15.	1.
British Asphaltum Company	16, Bishopsgate-street	18.	1.
Manchester and Leeds Railway	Clowes's-buildings, Manchester	18.	12.
Aylesbury Railway	White Hart Inn, Aylesbury	19.	12.
Mutual Life Assurance	7, Old Jewry	20.	12.
British Gas Light Company	Office, George-yard	20.	1.
London Assurance	Birchin-lane	20.	1.
London Committee Company	Guilford Coffee-house	20.	12.
Gas-Light and Coke Company	19, New Bridge-street	22.	11.
Economic Life Assurance Society	Radley's Hotel, Bridge-street	22.	1.
Great Leicester and Munster Railway	22, Moorgate-street	23.	1.
Canada Company	22, Queen's-place	27.	1.
British American Land Company	London Tavern	27.	1.
Scotch Mines	One Fire-office	April 4.	12.

## CALLS.

Great Wheal Prosper Mining Company	14, March 10.	Smith, Payne, and Co.
Perran Consolidated Mining Co.	8.	11, Lombard-street.
Mexican Mining Company	11.	14, Masterman, Peters, and Co.
North Midland Railway	10.	19, George-st., Mansion-house.
Imperial Bank of England	21.	As former calls.
Birmingham, Bristol, & Thames Junction	21.	London & Westminster Bank
Great North of England Railway	21.	As former calls.
Mexican and South American Co.	April 10.	Barclay, Bevan, and Co.
Cambrian Iron and Spelter Co.	24.	London Joint-Stock Bank
European Gas Company	27.	Ladbrokes and Co.

## DIVIDENDS.

North and South Wales Bank	7 per cent.	Offices	March 11.
General Steam Navigation Company	6d.	60, Lombard-street	28.
Tin-croft Mining Company	5d. per share	Offices	April 11.

## MEETINGS OF SCIENTIFIC BODIES.

## IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOURLY.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Royal Geographical	21, Regent-street	Monday	8 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Geological	Somerset House	Wednesday	8 P.M.
Medico Botanical	22, Savile-street	Wednesday	8 P.M.
RI. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Zoological	28, Leicester-squares	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal Antiquaries	Somerset House	Thursday	8 P.M.
London Institution	Finsbury-circus	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	8 P.M.

## NOTICES TO CORRESPONDENTS.

deed nearly an entire evening. This discussion embraced matters of much interest, and displayed considerable ability on the part of many of the speakers, more especially of the noble lord, who introduced the resolution in a powerful and convincing speech. We here refer to what then took place, chiefly with a view to direct attention to the able exposition of the CHANCELLOR OF THE EXCHEQUER, of the fallacy of an argument triumphantly brought forward by Sir ROBERT PERL, in favour of leaving railways in Ireland entirely in the hands of private individuals. Having quoted from the Report of the Railway Commissioners the singular and interesting narrative of Mr. BIANCONI's success, who starting in Tipperary with a single car, and possessing scarcely any amount of capital or other extraneous advantage, has now become a man of wealth, and the possessor of nearly a hundred public carriages and conveyances, Sir ROBERT sarcastically continued—

"Why could not the capitalists of Ireland follow out this example, and trust to their own resources for success, instead of the great Government railroad now proposed, with all its cumbersome machinery of an official department?"

Having pointed out, in reply, that the application of English capital and public credit for the improvement of Ireland, so far from being a new principle, had been recognised by Government ever since the Union, the CHANCELLOR OF THE EXCHEQUER observed—

"He was glad to hear the compliments that the right honourable gentlemen had paid to Mr. Bianconi; but where would Mr. Bianconi have been at present had it not been for the public money laid out, in improving the roads in the south and west of Ireland? He, without hesitation, asserted that not one car of Mr. Bianconi's would now be in use, had it not been for the improvement effected through the statute he had just adverted to for the improvement of mail-coach roads in Ireland. He did not wish the house to rely upon his authority, but he would refer to the reports laid upon the table of the house during the period when the right honourable gentleman opposite administered the affairs of Ireland. For instance, in one of them, Mr. Nisbett said there never would have been any development of internal improvement in Ireland but for the advances that had been made of public money for the formation and improvement of roads. The objection urged by the right honourable gentleman was equally applicable to the expenditure of public money on the ordinary roads as to the proposed advances for railroads."

Thus, then, it appears that Mr. BIANCONI'S success was not entirely owing to "his own resources," and that instead of possessing his present opulence and extensive business, this gentleman might still have been the obscure owner of a single car, had it not been for "the public money laid out in improving the roads in the west and south of Ireland." In a country situated as Ireland unfortunately is, it is necessary that some great and extensive public works should be executed, or at least commenced by the powerful hand of Government, ere private enterprise can have a fair or inviting field to work upon. When some of the first great difficulties are removed, so as to pave the way for its successful exertion, private enterprise may step in to consummate the work. More powerful and more disinterested efforts than those of individuals are required to create in the first place the means of improvement, although when this has been accomplished, private enterprise will, doubtless, as in the case of Mr. BIANCONI, be found fully adequate for its further development.

The position of those railway companies, whose undertakings have been either depreciated, or wholly invalidated by the late decision of Government, is a subject which now demands serious attention. We have before expressed our conviction that compensation should be made, and from this act of strict justice, can scarcely conceive the possibility of an honourable dissent. Presuming, then, that the principle is too plain and self-evident to be called into question, the best method of carrying it into effect still remains open, and we doubt whether a more simple and satisfactory plan can be adopted than the one we have before suggested—"the entire buying up of existing interests, so as to leave a fair scope to Government for unimpeded operations on the largest scale." In this manner the just demands of the present railway proprietors would at once receive satisfaction, and that opposition arising from the proposed interference with vested interests (an opposition both just and natural in these parties) would be entirely removed, together with all the unpleasant and irritated feeling which has arisen out of it.

The subject in question was alluded to by several of the speakers at the late meeting of the Great Leinster and Munster Railway Company, of which a report will be found in another part of our columns; and now that the intentions of Government are fully known, we would recommend that no time be lost in making a united and energetic appeal for that compensation to which the railway proprietor is, on every principle of justice, most fairly entitled. The Irish Companies were prepared to risk their money for the acknowledged benefit of the country—for a benefit which would have permanently enriched it, though not a sixpence return had ever been made to them—they have, therefore, the strongest claims to an equitable consideration for the loss they have sustained from the invalidation of their plans by unforeseen and ulterior measures.

We shall look with interest to the result of the proposed communication with Government on the part of the directors of the Great Leinster and Munster Railway, which we observe will be communicated to an adjourned meeting of the company, on the 23d inst., and which will be duly reported in our columns.

#### THE FUNDS. CITY, FRIDAY EVENING.

Consols closed at 92½ for money, and at 93 buyers for the account. Bank Stock 203-206; Exchequer Bills at 1½d., 61 63, those at 2d., 64 66 per cent.; and India Bonds 44 66 per cent.

Spanish Bonds 191 20; Brazilian 80½; Portuguese Five per Cent. 34½ 35; Belgian 101½ 102; Dutch Two-and-a-Half per Cent. 55½ 5½; Old Fives 103½ 4½; and New Loan 100½ 4½.

Great Western Railway Shares 11 12 per cent.; London and Birmingham 76 78 per cent.; and Brighton 6½ 6½ per cent.; Blackwall 2½ 3 per cent.; Southampton average 41. 2s. 2d. per cent.; Croydon Scrip 2 per cent.

#### LATEST INTELLIGENCE.

CITY, TWELVE o'CLOCK.—Three per cent. Red Annuities, short; Three-and-a-Half per cent. Reduced, short; Long Annuities, short; Consols for Account, 93; Exchequer Bills, 64 66 premium; East India Bonds, 64 66 premium; Dutch Five per Cent., 103½ 4½; Dutch Two-and-a-Half per Cent., 55½ 5½; Portuguese Five per Cent. 34½ 35; Ditto Three per Cent. 2½ 2; Railways—Brighton, 6½ 6½ per cent.; Great Western, 11 12 premium; London and Birmingham, 76 78 per cent.; New, 23 24 premium; Southampton, 42 43 per share; New, 19 20 premium; York and North Midland, 2 1½ d.

POOL, MARCH 7.—Average standard, 112½ 9s. 6d.—Average produce, 7½—Quantity of fine copper, 315 tons 3 cwt.—Amount of money, 23,721 6s. 6d.—Average standard of last sale, 110½ 9s.—Freight, 6s.

#### NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

#### THE GERMAN AND ENGLISH STEAM NAVIGATION COMPANY.

Capital £150,000, in 5000 shares of £30 each. Deposit £2 per share.

The object of this company is to establish a direct and cheap communication between the ports of London and Cologne, and thence to the whole of western and southern Germany.

#### UNION FLINT GLASS COMPANY.

To be incorporated by Act of Parliament or Charter.

Capital £20,000, in 6000 shares of £5 each. Deposit £1 per share.

This company has been formed with a view to supply articles of flint glass at a cheaper rate than can be obtained at the present time.

#### ORIGINAL CORRESPONDENCE.

#### STEAM-CARRIAGE AND WAGGON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—My attention having been directed to a letter in your valuable Journal, in which the writer seeks information respecting the probable result of steam conveyance on common roads, I beg the favour of your permitting me to inform him, through the medium of your columns, that Sir James Anderson's Steam Drag and Passenger Carriage is completely finished; that it will leave Buttevant for Dublin in a few days, from whence it will be brought to London, and submitted to such test as the directors of the company may deem necessary; of the successful result of which, I have not the slightest reason for entertaining doubt.

I am, Sir, your obedient servant,

15, Moorgate-street, March 7. W. SHAW, Secretary.

#### SOUTH-WESTERN RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Can you, or any of your numerous readers, inform me what has been done with the residue of the funds subscribed towards the South-Western Railway? We have received two instalments, and a third was promised "a long time ago." Your insertion of this will oblige.

February 28. A SHAREHOLDER.

#### CONSTRUCTION OF IRON FURNACES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—A gentleman of the name of Wood, of the Aberystwyth Iron Works, has addressed a letter, in the *Mining Journal*, on what he terms a "New Form or Construction of Iron Furnaces"—the building them above the hoes, of a cylindrical section, and twelve feet in diameter. He is unacquainted with the fact, that at the Calder Iron Works, in Scotland, that form has been some time back adopted, and one or more furnaces now working so constructed; and the proprietor, Mr. Dixon, has also built a new iron work near Glasgow, with two furnaces on the same construction, but not yet put to work; they are internally cylindrical above the hoes, and closed in at the top, in a dome or spherical form, to the size of the opening.

I am, Sir, your obedient servant, A. B.

[Our correspondent, Mr. Wood, who is well known in the South Wales iron district, was doubtless not aware that his idea had been anticipated in Scotland, as stated above. Perhaps the writer will oblige us with further information as to the working of the furnaces, and whether the cylindrical form is found to answer or not.—ED. M. J.]

#### SWISS ASPHALTE COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Referring to my letter, which appeared in the last Number of your Journal, I beg to state that I have had an interview with Messrs. Templar, Shearman, and Slater, the solicitors, and they admit the correctness of the statement made to me by Mr. Hendricks, as to their agreeing to take a certain number of shares; but they deny, in the most positive manner, the alleged reason for their declining to take the shares, namely, their not being at a premium in the market. It arose, in fact, from a totally different cause, which it is not necessary here to explain. I find that Messrs. Templar and Co. have had very little to do with the concern in any way further than their names being attached to the prospectus. I can only say I regret that this fact was not known to the shareholders before, as it was on the faith of their highly respectable firm that many persons were induced to take shares. I certainly consider that, when they felt a disinclination to act as solicitors to the company, the shareholders ought to have been informed of it.

I am, Sir, your obedient servant,

Wood-street, March 8. C. E. BAYSON.

#### CUBA BONDS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—The enclosed statement, given me yesterday by Messrs. Wrights, when I received my Cuba interest, may form an answer to your correspondent, "A Constant Reader," of the 16th February.

I am, Sir, your obedient servant,

March 7. D. D.

#### TO THE HOLDERS OF THE SIX PER CENT. CUBA BONDS.

An official communication has been lately received by the undersigned, from His Excellency the President of the Real Junta of the Island of Cuba, the substance of which he considers it proper to make known to the holders of the six per cent. Cuba bonds, issued for the loan to construct the railroad from Havana to Guines.

The line of road for the whole distance between those two cities was opened on the 19th of November last, being a distance of about forty-five English miles. The official statement of the income which has risen since its partial opening in the early part of the past year, and up to the 31st of December is as follows:

	No. of passengers.
To 30th June from passengers exclusively . . .	30,749 3 . . . 18,399
In July ditto, and packages do. . .	7,262 2 . . . 3,464
August ditto ditto do. . .	8,978 . . . 3,362
September ditto ditto do. . .	8,313 . . . 3,095
October ditto ditto do. . .	11,922 . . . 4,394
November ditto ditto do. . .	16,110 3 . . . 5,074
The whole line opened . . . 19th	36,394 3 . . . 10,803

7119,729 4 49,198

The above includes no part of the crops, for the conveyance of which this road was laid down and estimated to produce the great source of income; they commence being brought to Havana in January, and continue for the first six months of the year. The above large and increasing receipts from the passengers, &c., since the opening of the road to Guines on the 19th of November, greatly exceeds the dividends on the bonds, together with the two per cent. on the nominal capital or the sinking fund, for their redemption, after the most ample allowance for expenses, thereby leaving the Maritime and Territorial Revenue of the Real Junta, which is mortgaged for the payment of the dividends and sinking fund, free for the enlargement of the redemption of the stock, a right which this body has reserved to itself to exercise in terms of the general bond for the loan.

The Royal Junta, encouraged by the great success and advantage to the country of this undertaking, are proceeding to lay down other branches of road joining this railway, which it is expected will become one of the most profitable roads hitherto laid down.

ALEXANDER HOBARTSON,

Agent of the Real Junta of the Island of Cuba.

THE THAMES TUNNEL.—This undertaking continues to make very satisfactory progress. Since December last, thirty feet of the tunnel have been completed, making the length of it up to the present time 855 feet. It is now advanced about 130 feet beyond the situation of the old shield, and to within sixty feet of low water mark on the Wapping shore.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### HOLMBUSH MINING COMPANY.

Stock Clevesmill, March 4.—The ground in the cross-cut, north of the engine-shaft, at the 100 fathoms level, is not quite so favourable for driving as it has been for some weeks past. Driving west of the engine-shaft, at the eighty fathom level, the lode is from six to eight inches wide, and worth about one and a half ton per fathom. Driving west, at the seventy fathom level, the lode in this end at present exhibits every encouraging appearance; it is from twenty inches to two feet wide, and worth about five tons per fathom. Driving west, at the sixty-two fathom level, the lode is not quite so large as hitherto, but still a rich course of ore—worth about six tons per fathom. The lode in the stopes, at the back of this level, is from twenty inches to two feet wide, and worth about four tons per fathom. With respect to the other network bargains in the mine we see but little alteration, as there has been but a small portion of the lode taken down since. Our tribute pitches look well, many yielding large quantities of ore. The parcels of copper ore sampling at Calstock-quay, on the 23d, 23d, and 25th ult., weighed 169 tons 15 cwt. 3 qrs. of dry ore, and I think we shall find its quality superior to the last parcel.

P. PHILLIPS.

###### REDHORN CONSOLIDATED MINING COMPANY.

March 4.—In the north end, at the seventy fathom level, the ground is favourable for driving, and we consider to be of a promising character for mineral; the lode is from ten to twelve inches in width, yielding good work for silver lead ores. Going south, at this level, we cannot for the present report the character of this lode, as we have some eight or ten feet to drive before we shall open on the course of the lode, leaving a pillar or a partition to ground to support the shaft. The lode in the north end, at the sixty fathom level, has a favourable appearance, being about six inches big—sawing work for silver lead ores. The wing sinking in the bottom of this level the lode is from six to eight inches in width—good work for silver lead. The lode in the wing sinking on the course of Johnson's lode, is about one foot big, sawing work for tin. In the north end, the lode in the north end, at the forty fathom level, is in a disordered state, and at present of little value. Going south, at this level, the lode is more encouraging, being about six inches in width, producing some rich stones of silver lead ores. At the north mine nothing new can be reported. Respecting the tribute department the prospects are without material alteration.

S. HAMPTON.

###### TAMAR SILVER LEAD MINING COMPANY.

March 4.—The engine-shaft will be sunk for a 145 fathom level in a few days; the lode is about a foot big, producing silver lead ores. At the 105 fathom level going south, the lode produces silver lead ores, but is not quite so big. The wing sinking under the ninety-five fathom level is down nearly four fathoms; the lode is large, with strings of lead. We have, during the past week, been dressing the lode in the ninety-five fathom level going south, and it is not yet taken down, but looks very promising. The lode in the eighty-five fathom level driving south, is the same as last reported. In the south end, at the seventy-five fathom level, the lode is a foot big, producing silver lead ores. The two parcels of silver lead ores, sampled the 10th ult., were sold on Wednesday last to Messrs. R. and W. Michell, as follows:—No. 1, computed 47 tons, at 13d. 18s.—No. 2, computed 45 tons, at 14d. 21s. 2½ cwt. dry weight, and we are sampling them to-day. M. JAMES.

###### CORNISH MINE.

Chiverton, March 5.—In our forty fathom level east the south lode still continues to carry a good leader—ground hard. We have set a rise on tribute in the back of this level, about four fathoms west of the end, and there we have a good lode. The same level west, on Chiverton lode, is poor at present, though we have had a good branch of lead in this level since I wrote you last, and I believe that we shall have a good lode there shortly. The thirty-two fathom level west, on Chiverton lode, since I wrote you last, has been poor, but I hope to-day that it is improving fast. I expect that we shall hole the old engine-shaft to the cross-cut by this day week or soon after. Our sixteen fathom level west, on Chiverton lode, the lode is large, but not rich. Our pitches are not looking quite as well as they have been, but as soon as the old engine-shaft is holed, we shall then be in a situation to increase our tribute and also our quantity.

J. BOURKE.

###### ENGLISH MINING COMPANY.

Great St. George, March 5.—No new pitches have been set at St. George, but at the setting for April we hope to be in a position to put some thirty or forty fathoms of new backs to work. In Wheal Prudence, Bonelli's engine-shaft is communicated to the rise from the forty-two fathom level, to complete the cutting down, and the easing of the shaft to that level will occupy probably a couple of months, after which we shall commence sinking to the sixty-two. The manner in which the two parties of men are at present disposed, will be seen by the report. A new pitch has been set at Wheal Prudence, at the bottom of the fourteen fathom, at a tribute of 10s. 6d. in the pound.

###### GWYNHAR MINING COMPANY.

March 5.—In the thirty fathom level east there is no alteration. In the rise in the bank of the thirty fathom level the ground is hard, with stones of good tin. In the twenty fathom level west the ground is good, with small veins of tin. In the ten fathom level east

have a good prospect, and are throwing up a pretty large quantity of ore. At this level driving west, on the south lode, it is composed of a very soft spar, jack, and mastic, speckled with lead; we consider it a very kindly looking level.

## TRELEIGH CONSOLIDATION COMPANY.

March 2.—In writing this week, I am happy to state that Chiverton continues to promise happy results. The levels are but little altered since my last report, but in sinking the wince under the twenty fathom level (which is over the 4s. 3d. pitch), we have a good bunch of ore going down, and the pitch continues to look well in rising towards it from the thirty, while the bottom of this level, which is set at 30s., looks well also, and the tributaries getting good wages. The several other pitches are promising, and we may reasonably calculate on increasing the quantity of ore for the next sampling. At Shanger the levels are poor, though the twenty promises to be productive. We have a pitch working here by four men, at 5s. in the pound, who are breaking ore and getting wages, within seven fathoms of the present end, from which we purpose to rise against Good Fortune shaft immediately. We are all busily engaged in preparing the pitwork for Christon, and by the end of this month hope to be in course of sinking under the forty fathom level.

W. SINCKO.

## GREAT WHEEL CHARLOTTE MINING COMPANY.

March 5.—The sixty-two fathom level west has been driven about two fathoms during the past month. I am sorry to say that, after driving the first fathom, the lode became comparatively poor; the first six feet produced about seven tons, but the last has not turned out more than three tons. The lode is at present about six feet wide, and will yield from three to four tons of ore per fathom. The men formerly employed in driving the sixty-two fathom level east have been set to sink a wince in the bottom of the sixty-two fathom level, where we have a large lode, yielding at least two tons per fathom; when we abandoned the sixty-two fathom level east the lode was about four feet wide, producing stones of ore, but not enough to be worth any thing. In the thirty-two fathom level, east from Moyle's, the lode is one foot wide, with good spots of ore in it. A wince in the bottom of the thirty-two fathom level, at Midwinter's, is poor; the lode is about three feet wide, producing stones of ore, but not sufficient to pay for sinking. The lode in the back of the thirty-two fathom, at Midwinter's, looks kindly at present; it will yield about a ton and a half of ore, of good quality, per fathom. We expect, by the end of next week, to hole this rise to the twenty-two fathom level, after which we shall be able to set some new pitches, which I hope will increase the returns. We calculate that this ground may be worked at a tribute of 6s. 6d. or 7s. in 30s. The summen are getting on very well in sinking the shaft—they are down about four fathoms one foot below the sixty-two fathom level.

## UNITED HILLS MINING COMPANY.

March 2.—In the twenty-five fathom level, west of Diagonal shaft, the lode is two feet wide, producing but little ore. In the thirty-five fathom level east the lode is two feet wide, with good stones of ore. In the adit end, east of Diagonal shaft, the lode is two feet six inches wide, with ore on the south part. In the wince sinking at the bottom of the ten fathom level, the lode is three feet wide, one foot good for ore. In the twenty fathom level, east of eastern shaft, the lode is three feet wide, with some good branches of ore. In the twenty-seven fathom level east the lode is from two to three feet wide, with a promising appearance. In the wince, bottom of thirty-five fathom level, the lode is five feet wide—two feet good ore. In the thirty-six fathom level, east of Terton's shaft, the lode is five feet wide—two feet good ore. In the thirty-six fathom level, west of ditto, the lode is four feet wide, with ore throughout, but not rich in quality. In the forty fathom level, east of Williams's shaft, the lode is small: we are cutting north in search of more. In the forty fathom level, west of ditto, the lode is five feet wide, two feet six inches good ore. In Williams's engine-shaft sinking, the lode is six feet wide, producing some good ore.

C. PENROSE.

## FOREIGN MINES.

## ALTEN COPPER MINING ASSOCIATION.

[Extract of a general Report received from the Alten Mines, which may be seen at the offices of the company, Winchester-house, Broad-street].

Concluded from our last.

*Woodfull's Lode.*—This year has been the best epoch of the lode; 700 tons of ore, of good quality, broken, have yielded a handsome profit. The ground explored in this mine is very extensive; a shaft on the lode having been sunk forty-five fathoms in depth, and levels driven east and west at twenty fathoms depth from the shaft, the former to an extent of twenty fathoms. A considerable profit may be expected from it this year, and there are reserves for three years to come. Should the ore in the east level continue in depth as far as the depth of the shaft, and in its present state of productiveness, the reserves will be proportionately increased.

*Ward's Lode* has returned about 900 tons of inferior ore, and owing to sundry expenses incurred with opening ground, the mine has not paid its cost. A new lode discovered to the west of Ward's, tried only to the extent of six fathoms in depth, holds out very flattering appearances; it is at least ten feet wide, composed of gossan, imbedding uncommonly rich and promising stones of ore; the further trial can be made at a small expense. The deep adit level is driven about fifty fathoms into the mountain; has intersected a lode, although not rich, is still superior to any before met with at this depth, and extremely promising. Eighty fathoms of steps to the roof remain unexplored, and will give great reserves if the ore holds all the way. It is conjectured that this lode is the same as Woodfull's. Several trials on other newly discovered lodes are now making, with reasonable prospects of success; but the progress made is too limited to warrant any opinion at present. The smelting-house is now in active operation, and copper has been made of superior quality, at a cost which justifies the expectation formed thereof.

The total produce of the Alten mines for the year ending 30th September, 1838, has been 192 tons of good copper shipped, of which forty have not yet arrived, and ores 945 tons, averaging about 25 per cent.

175 ditto	ditto	15 "
210 ditto	ditto	11 "
125 ditto	ditto	9 "

The total gross produce of the shipments of copper and ore being 20,000t, and there remained at the mine about 600 tons of common ores, and at the smelting house 60 tons of copper in regulas and ores.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

*Gongo Soco, Dec. 19.*—The gold workings do not afford very satisfactory evidence of the present productiveness of the mine, and, unfortunately, the promise of better results which some part of our workings held out, is, with the exception of an occasional handful of work for the washing-house from the new north vein at Avelino's, and the forty-eight, at Bayl's, almost exclusively and entirely confined to the western ground, where the vein occasionally yields rich bunches, and continues to wear a favourable appearance. We are threatened in our approaches towards Cumia with the trouble and expense in timber, which in former times attached to the working in similarly soft ground south of Sherrett's shaft.

Product from 30th November to 1st Dec. (seventeen days).—92 lb. 1 oz. 17 dwt. 33 grs.—69 lb. 7 oz. 5 dwt.—Total from 1st July to 1st December, 442 lb. 4 oz. 18 grs.

## BRAZILIAN COMPANY.

*Cafe Branca, Dec. 9.*—The wet weather has prevented the Olho Fino ground from being trammed, but I hope this week to get out a few tons, and doubt not its improving the gold report, but which, remembering the more than usual proportion of eastern ground stamped, is not bad.

Dec. 18.—We still continue to be aghast blundered by the almost constant heavy rains in our various works, both in and out of the mine, and it is with great difficulty and exertions that we can manage the inefficient supply which you will see the stamps have. One side of the new stamping mill will, I expect, be complete in a fortnight, and I look to hole daily in the shallow kilns level, when a tramroad will immediately be laid down to supply it from the deep adit, as before stated.

W. COVERSORTH.

Gold return from 1st to 14th Dec., 92 lb. 7 oz. 2 dwt. 31 grs.

## NATIONAL BRAZILIAN MINING ASSOCIATION.

Extract from the Commissioner's Letter.

*Caxias, Dec. 18.*—The heavy rains still continue, but we are now deriving the benefit from the extensive repairs with which we strengthened our water-courses during last season. Should the expectations of Captain Treiman, respecting the footwall be realized, we shall have a virgin vein to the surface, for the proprietors have not worked any veins there. The appearance of the jacinths is certainly most favourable, for it has the same rich dark colour it always exhibits where we find it numerous.

Product for eight working days—17 mms. 9 dwt. 30 grs.

Gold extracted, but reserved for reduction, calculated at as much more.

## MINAS GERAIS MINING COMPANY.

*Morro das Almas, Dec. 19.*—The works continue with regularity, but I have still to lament the great deficiency of force to supply the whole number of stamps, not yet having been so fortunate as to procure any more force either hired or otherwise. On the branch of the leading level we have been sinking down to the depth of about eight feet, some layers continue with a favourable appearance, whilst others, particularly at the hanging-wall, are poorer than they recently proved. By not yet having finished the timber work of the third wing, we were prevented from working the stones nearest the southward of the camp, where the bed is most productive, but I expect in two or three days we may be able to recommence working at this station, and set this part of the stamp in active operation. The new amalgamation has been finished to replace the old small one; it has been fired during these last three days, and will go to work to-morrow.

## RAILWAY INTELLIGENCE.

In the House of Commons, on Thursday evening, Mr. Mackinnon gave notice of a motion for Thursday, March 21st, for a "select committee, for the purpose of ascertaining how far the formation of railroads may affect the interests of turnpike trusts, and further, to consider whether some legislative enactment ought to be recommended in the event of railroads becoming, on the chief lines of communication, the only means of public conveyance."

**LONDON AND BRIGHTON RAILWAY.**—The works both at Balcombe and at Clayton have been stopped for several days in consequence of the springs being out. There are, we hear, from fifty to sixty feet of water in the Balcombe shaft, and from twenty to thirty feet in the Clayton shaft. Indeed we have heard that a very grave doubt exists whether the line must not be altogether diverted to avoid these dropical hills. We understand that a gentleman was recently down from London to view and inspect these spots who declared that the symptoms were more formidable than those which were the cause of so much expense and delay on the Great Western line.—*Brighton Guardian.*

**NORTH MIDLAND RAILWAY.**—An injunction has been granted by the Vice-Chancellor, against the North Midland Railway Company, their workmen, &c., from entering on, or in any manner working in, or using a piece of land near to Amber Mill, belonging to a Mr. Innocent, the soil and earth of which they were in the act of removing, to form embankments on the line of the railway.—*Derbyshire Courier.*

**INTENDED NEW RAILWAY.**—It is intended to apply to parliament in the next session for leave to bring in a bill to make a branch railway from Coventry to Leamington. The proposed line runs through the parishes of Stivichall, Stoneleigh, Kenilworth, Leek, Wootton, Milverton, Emscote, Newbold Comyn, and terminates at or near to Bath-place, in the town of Leamington. It is also intended to extend the line from Milverton, through Myton, to Warwick.—*Derbyshire Courier.*

**PROJECTED RAILWAY FROM UXBRIDGE TO STAINES.**—Among the numerous projects at present on foot, we understand it is in contemplation to apply to Parliament for a bill authorising the making of a Railway, to be called the "Great Western, Uxbridge, and Staines Junction Railway," commencing at or near the High-street, near Vine-street, in the town of Uxbridge, and terminating by a junction with the Great Western Railway, in the parish of Iver, Bucks, at or near the high-road near Colnbrook, and also a branch railway from and out of the Great Western Railway, commencing therewith, in the parish of Iver, at or near the high-road leading from Iver to the Great Western road near Colnbrook, and terminating at or near the river Thames, at Staines, and contiguous to the parish of church, passing through the parishes of Iver and Langley, in Buckinghamshire, and Stanwell, Colnbrook, and Staines, in Middlesex. By the above railroad speedy communication will be formed between the three western roads, viz., the Great Western, the Bath, and the Oxford, and likewise between the two extreme western points of the county of Middlesex, which are divided by a portion of Bucks.—*Observer.*

**MANCHESTER AND LEEDS RAILWAY.**—A correspondent informs us, that, "The extensive viaduct on the Rochdale contract, executed by the experienced contractors, Messrs. Thomson and Turner, is now completed and ready for the rails; it consists of fifteen stone arches, twenty-one feet span, together with four large iron arches over the Rochdale Canal and Oldham Road. There are seven other stone bridges on the contract completed, and the whole of the embankments finished, and the permanent road laid. The whole contract will be finished by the first of April, and it has only been in operation fourteen months."

**MIDLAND COUNTIES RAILWAY.**—The contractors for this important undertaking are proceeding with great spirit in the execution of their respective contracts. The line between Nottingham and Derby is rapidly progressing towards completion, and will, we understand, be open to the public on the 1st of May next. At the tunnel, near the Red Hill, there are two sets of hands employed, so that the works proceed by day and night. On the 9th ult., the workmen accomplished a passage through the hill, the whole length of the tunnel: the greatest part of which is already substantially arched with bricks. Three of the piers of the intended bridge across the Trent are erected, and the coffer dam, for the other pier, is nearly finished: the flood arches adjoining are also completed. The embankments and excavations along the remainder of the line are in a state of great forwardness. That part of the railway between the Trent and Leicester will be opened early in the spring of next year, and the remaining part, namely, from Leicester to Rugby, in the following summer.—*North Derbyshire Chronicle.*

On Wednesday last, about six o'clock, one of the arches, which was nearly completed, erected near the plaster pits, on the Humberside-road, suddenly fell in with a tremendous crash, owing to one of the pillars upon which it rested, not being sufficiently secure.—The following is the engineer's return of the quantity of earth-work executed, and the number of men, horses, and engines employed, on the works, from the 26th of January to the 23rd of February, 1839: earth work executed, 214,834, cubic yards; number of men, 4297; number of horses, 465; engines, three locomotives and one stationary.

**RAILWAY MAIL.**—A very ingenious apparatus has just been erected by order of government on the railroad from London to Liverpool, for exchanging the letter-bags conveyed by the travelling post-office, without in the least checking the speed of the steam-carriage. The bags are now taken and left, at any rate of speed, however rapid, at which the train may be travelling, thus considerably expediting the transit of correspondence, effecting a vast saving in the consumption of steam power, and though last, not least, in importance, getting rid of the liability of serious accidents to the parties employed in exchanging the bags in the old mode.

**THE NEWCASTLE AND CARLISLE RAILWAY.**—The directors of this company have given notice of their intention to apply to Parliament for an act to authorise them to deviate in many respects from the original line of the railway, and adopt other lines instead of it, and to confirm other deviations already made.

The principal powers sought are to commence a deviation or substitution line in what is called the White Well Field, in the township of Elwick, "and terminating on the east side of the lane or occupation carriage road, leading from the Scotswood Road to the Lead Factory Quay," and to make a branch railway, commencing at "the head of the waterworks ravine, and terminating in the line of railway by the first mentioned act authorised to be made." This will be the company's fifth act of Parliament.—*Tyne Mercury.*

**LEEDS AND BRADFORD RAILWAY.**—The report of Messrs. Stephenson and Gooch has been presented to the provisional committee. The estimated cost of laying down the railway is 400,000*t*, exclusive of stations, depots, engines, which, together with all other necessary machinery, will require a further sum of 50,000*t*. An important feature in the report is the formation of a Junction Line between the main line and the North Midland, which is intended to cross the turnpike road, near Wellington Bridge, and passing between Messrs. Marshall and Co's works and the village of Holbeck, and between Mr. Russell's pottery and the toll bar, and thence to the North Midland Railway, a little south of the Leeds pottery. This Junction Line, about one mile and three-quarters in length, will enable passengers, &c., to pass on to the latter railway without the inconvenience and expense of changing conveyances.—*Bradford Observer.*

**DONCASTER, NORTH MIDLAND, AND GOOLE RAILWAY.**—We understand that the project for connecting Goole, Thorne, and Doncaster with the North Midland and the Sheffield and Rotherham Railways, has been received with high prospects of success. It will branch from the North Midland at Kilnhurst, and proceed through or close to Doncaster, extending inwards to the port of Goole. The preliminary steps have already been taken, and the line is now being surveyed under the skillful direction of Mr. Swanwick.

**THE EXPORTATION OF THE PRECIOUS METALS.**—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 24th inst., is as follows:—Gold bars to Hamburg, 1630*t*; Gold coin to Rotterdam, 1250*t*; Bezouges, 1000*t*; Silver coins to Bombay, 178,000*t*; West Indies, 2850*t*; and Hayti, 216*t*.

**POWERS OF MACHINERY.**—In one branch alone (the cotton trade), some spindles, which, before the new improvements were projected, used to revolve fifty times in a minute, now perform six, seven, and in some cases, 8000 revolutions, in the same short space of time. In one establishment at Manchester, there are 136,000 spindles kept in incessant motion by steam power, by which they are enabled to spin 1,200,000 miles (not yards) of cotton thread per week. The weekly produce of this article, when the machines are in full work is about 400,000,000 of miles, or enough to encircle the earth 160 times.—*Dublin Monitor.*

## NEW MATERIAL FOR SHEATHING SHIPS' BOTTOMS.

(From the *Liverpool Journal*.)

A few years ago, a patent was obtained for a metal, wherewith to cover the bottoms of vessels, and which promised all the advantages of copper, with at least equal durability in any climate, and a considerable saving in cost. It consists of an amalgamation of metals, copper itself being the principal, and zinc probably (for we are not in the secret) forming one of the ingredients. It is manufactured in sheets in the same manner as copper, and from its resemblance to yellowish tinted brass, has obtained the name of "yellow metal." Several vessels belonging to this port, and others of London, were plated with it some years ago; but it was found to be less ductile than copper, and therefore less suitable for being laid round angles, or into the grooves or hollows of the stern-post or rudder, where the rudder irons (or rather coppers) are attached. In some instances, too, when it required renewing, it was found, on taking it off, that it had, to a considerable degree, perished, having become so brittle, and full of minute pores, that, to use the word of a seaman, who examined it, "it broke in the fingers like a piece of gingerbread." This was, however, in the comparative infancy of the invention, and before proper proportions of materials, of which the metal was composed, had been proved by the test of experience; and the friend of science and of commerce will, doubtless, be gratified to learn that such improvements have since been made, as will, in all probability, ere long, render the use of the "yellow metal" almost universal in our mercantile marine, as at once combining economy with durability. The metal is now made sufficiently ductile for sheathing; several fine large ships have been bottomed with it within the last few months, and it is so rapidly gaining ground in the estimation of navigators, that we are informed Messrs. Pascoe Grenfell, and Sons, copper dealers, have, during the last half year, done much more business in the article than in copper itself. The captains who have lately given it a trial, speak highly of its good qualities; and one vessel plated with it has made three successive voyages from London to India without requiring any renewal in that particular—showing a durability considerably beyond the copper generally used. The price is 1*l* per lb. cheaper than copper, and it is 6*l* per cent. lighter than that metal. It is also found to retain its weight to a greater extent, and the old metal is taken back in exchange by the manufacturers. Another, and perhaps an equally important use of this metal is, for the bolts or fastenings of ships. From its hardness, when manufactured for this purpose, it is vastly superior to copper, inasmuch as being nearly as hard as iron, it can be driven into a much smaller augur hole than copper, and to a greater depth in dead wood, forming, consequently, a tighter and stronger fastening, and not so liable to draw, on this account, as well as from the absence of verdigris. From all, indeed, that we can learn, the "yellow metal" may be considered one of the most useful discoveries of modern times in a commercial country like this.

## CONTINENTAL BANKING AND SPECULATION.

Beyond the mere fact of the suspension of a banking company, so little is known of the causes which have chiefly contributed to the money and commercial crisis in Belgium, that it may be useful to recur to the accounts which well-informed persons have verified on the spot of the nature of the banking and speculative operations which, more than any thing else, have produced that result. The great apparent prosperity of the bank, Société Générale de Bruxelles, with its offshoots of other companies, led to the projection of the Banque du Belgique as a rival, as stated on a former occasion. This bank, however, had a capital of no more than 20,000,000*t*, to compete with the 105,000,000*t* of the other. A very considerable, if not the greater, part of this capital was raised in Paris, where the share mania was then in full vigour, and the directors of the new institution are said to have availed themselves of it to sell out shares there at the enormous premium of 45 to 50 per cent., but it is doubtful whether the premiums so realised ever found their way into the coffers of the bank, and were not rather pocketed by the projectors and directors. The shares of 100*t* were thus turned to account at the rate of 1450*t* each, and these shares, thus exorbitantly paid for, have since been seen to fall in a few days to 560*t*.

This bank was greatly favoured by the government; so much so, indeed, that it was authorised to act as a bank for savings

# AND COMMERCIAL GAZETTE.

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## RAILWAY ESTIMATES.

The following statement relative to the difference between railway estimates and expenditure, was made by the chairman of the Hull and Selby Railway Company, at the meeting on the 1st inst., and referred to in our report of the proceedings at the time:—

The Liverpool and Manchester line, (Mr. G. Stephenson, engineer) —

the capital in 1826 was fixed at £510,000

In 1829 it increased to £637,000

Subsequently to £800,000

And the amount expended on the works, &c., up to June, 1838 1,364,907

Being at the rate of 44,029l. per mile for thirty-one miles.

The Grand Junction (Mr. Locke, engineer), estimated in 1833 at £1,000,000

By directors' report in Jan., 1838, amount expended was £1,600,000

And a large additional outlay was required for locomotive power and works, stations, &c.

The London and Birmingham (Mr. R. B. Stephenson, engineer), the estimate in 1834 was £2,500,000

In 1837 it increased to £4,500,000

And the chairman, in June, 1838, stated that an additional £500,000 would be required, making £5,000,000

And it is now pretty well understood that the entire work will not be completed for less than £6,000,000

The Southampton (Mr. Giles part, afterwards Mr. Locke), the capital in 1834 was £1,000,000

In 1837 new shares (25l.) increased it to £1,500,000

Spent up to 31st August 1,336,407l., further sum of 450,000l. requisite, making £1,786,407l.

The Dublin and Kingstown (Mr. Vignoles, engineer), the capital in 1834 was fixed at £200,000

Up to December, 1837, was expended nearly £300,000

The line is only six miles long, but traffic sufficient to yield a net income of 14,500l. per annum.

The Greenwich (Colonel Landmann, engineer), the original estimate in 1833 was £400,000

The expenditure in 1838 was £600,000

And a considerable sum required to complete the works.

## BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM DEC. 11 TO MARCH 5, INCLUSIVE.—

LIABILITIES.		ASSETS.	
Circulation .....	£18,298,000	Securities .....	£22,767,000
Deposits .....	9,950,000	Bullion .....	5,106,000
£28,248,000			£30,873,000

PRICES OF SHARES IN BIRMINGHAM.—Town and District Bank, 8l. 2s. 6d.; Coventry Union, 5l. 12s. 6d.; Dudley and West Bromwich, 12l. 10s.; Gloucestershire, 24l. 17s. 6d.; Walsall and South Staffordshire, 7l.; Wolverhampton and Staffordshire, 16l. 15s.—London and Birmingham Railway, 170l.; ditto, quarter shares, 29l.—Grand Junction Canal, 193l.; Stratford-upon-Avon, 43l. 5s.; Wyreley and Essington, 172l.—Blaenavon Mine, 42l. 10s.—Birmingham Gas Company, 95l.; Birmingham and Staffordshire, 73l.—Birmingham Fire Office, 122l. 10s.—Birmingham Plate and Crown Glass, 3l. 10s.—Old Brewery, 5l. 16s.—British Alkali, 304. 10s.—General Steam Navigation, 23l. 10s.—Midland Counties Herald.

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 27th ult., to the 6th inst., was 30,907, producing (including creek and footpath), 10424. 1s. 10d.

ANTHRACITE COAL.—A correspondent writes:—"As time progresses, so do the experiments on this important fuel, and no doubt now exists, in the minds of those best acquainted with its merits, as to its full and entire applicability for locomotive engines and steam vessels, and that at a saving of 56 per cent. over the common Sunderland coal; and when we consider that, in addition to the important saving of stowage, proprietors of steam conveyances in general are now provided with a fuel that burns entirely free from smoke, and almost without dust, we cannot but see that the day has at length arrived when anthracite coal will have to perform an almost exclusive part in the movement, not only of locomotives and steam vessels, but also of every description of steam machinery in the kingdom. Till lately, a difficulty existed as to the renewal of anthracite fires, (the sudden damp occasioned by a fresh supply having lowered the steam pressure, and, as a consequence, the power and speed of the engine,) but by an ingenious and exceedingly simple contrivance, that difficulty has been overcome, and the combustion of the coal is fully and perfectly kept up. By the proprietors of steam vessels, this important desideratum must be hailed with peculiar satisfaction; for, instead of having to carry across the Atlantic some 800 tons of bituminous coal in the great steam ships now trading to America, about 350 tons of anthracite will be sufficient for the voyage; and the same calculations hold good with regard to railway engines. Surely, after this, we shall hear no more of great steam vessels returning from sea for want of stowage room to carry sufficient fuel for the voyage. The East India and other companies, about to establish steam communication with India, will do well to look to this matter; as, with a saving of 56 per cent. by using anthracite, they will be enabled to store their depots at the Cape, Bombay, &c., at a saving in expense of freight of more than half, or, speaking decimaly correct, of 56l. in every 100l.—Birmingham paper.

COPPER AND TIN.—In the House of Commons, on Friday, the 1st inst., on the motion of Mr. Pendarves, accounts were ordered, "of all copper imported into the United Kingdom in the year ending the 5th of January, 1839, distinguishing each sort of copper, from what country, and into what ports imported."—"Of the quantities of copper exported from the United Kingdom in the year ending the 5th of January, 1839, distinguishing each sort, from what port sent, and to what country exported."—"Of the quantities of copper exported from the port of London, in the year ending 5th of January, 1839, distinguishing each sort, and to what country exported."—"Of the quantities of copper exported from the port of Liverpool, in the year ending the 5th of January, 1839, distinguishing each sort, and to what country exported."—"Of all copper ore that has been imported into the United Kingdom, without payment of duty, for the purpose of exportation, in the year ending the 5th of January, 1839."—"Of all tin imported into the United Kingdom, in the year ending 5th of January, 1839, distinguishing from what countries imported."—"Of all tin exported from the United Kingdom, in the same year, distinguishing to what countries exported."

COALS, CINDER, AND CALUM.—In the House of Commons, on Tuesday evening last, on the motion of Mr. J. H. Vivian, returns were ordered "of the quantities of coals, cinders, and culm shipped at the several ports of England, Scotland, and Ireland coastways, to other ports of the United Kingdom, in the year 1838, distinguishing the quantity shipped at each of the said ports, as compared with the year 1837."—"Of the quantities and declared value of coals, cinders, and culm exported from the several ports of England, Scotland, and Ireland, to foreign countries, and the British settlements abroad, in the year 1838, distinguishing the countries to which the same were sent, and comparing the same with the year 1837, also distinguishing the ports of the United Kingdom from which the same were shipped."—"Of the quantities of coal, cinders, and culm exported from the United Kingdom in the year 1838, with the rate and amount of duty thereon."—"Of the quantities of coal brought coastways and by inland navigation into the port of London during the year 1838, comparing the same with the quantities brought during the year 1837."

TIN, ZINC, AND CALAMINE.—In the House of Commons, on Wednesday last, on the motion of Lord G. Somerset, accounts were ordered "of all foreign tin and tin ore imported into the United Kingdom, in each quarter of the last three years ending the 5th day of January, 1839, distinguishing from what countries imported."—"Of the quantity of all foreign tin and tin ore taken out of the warehouses for consumption in the United Kingdom, in each month of the three years ending the 5th of January, 1837, 1838, and 1839, with the rates of duty payable thereon."—"Of the quantities of all foreign tin and tin ore taken out of the warehouses in the same period, distinguishing the countries to which exported."—"Of the quantity of British tin exported in the same period, distinguishing the ports from which the same was shipped, and the countries whence the exports were made."—"Return ordered, "stating the quantities of foreign zinc, and of calamine, imported into the United Kingdom in each year, from 1834 to 1838 inclusive, distinguishing the countries from which the same were imported."—"Of the quantity of foreign zinc exported from the United Kingdom during the same period, distinguishing the countries whence the same was exported."—"Of the quantity of zinc, the produce of the United Kingdom, exported during the same period, distinguishing the countries to which the same was exported."

## PURCHASES OF COPPER ORES AT SWANSEA, FEBRUARY 27.

Purchaser.	Mines.	Tons.	Total	Price.	Average	Total weight
1. FREEMAN & CO.	Allihies .....	90	47 s. 6.	736 0 0	47 s. 6.	47 s. 6.
	Simne Dyluan .....	44	9 15 6	429 0 0	47 s. 6.	47 s. 6.
	Dryscoed .....	182	6 11 6	121 12 9	47 s. 6.	47 s. 6.
			137			137
2. GREENFELD & CO.	Valparaiso .....	110	34 19 6	2607 15 0	414 17 9	414 17 9
	.....	34	29 14 6	1010 13 0		
	Dryscoed .....	42	7 8 6	311 17 0		
	.....	182	6 11 6	121 12 9		
			204			204
3. SIMS, WILLIAMS, & CO.	Chili .....	62	34 11 6	2351 2 0	3657 18 0	3657 18 0
	.....	65	10 14 6	1428 7 0		
	.....	78	16 15 6	1308 9 0		
			232			232
4. VIVIAN & SONS.	Chili .....	72	38 11 6	1191 12 0	414 17 9	414 17 9
	Allihies .....	90	9 3 6	360 0 0		
	Cuba .....	73	9 12 0	700 16 0		
	.....	42	10 10 0	693 0 0		
	.....	64	7 18 0	53 12 0		
	Tigray .....	74	8 12 0	418 2 0		
	Ballymurtagh .....	97	3 11 0	344 7 0		
	Sygon .....	24	3 7 0	98 0 0		
	Cobre .....	27	6 9 6	174 3 0		
			829			829
5. WILLIAMS & CO.	Chili .....	100	16 11 6	1635 0 0	414 17 9	414 17 9
	Allihies .....	83	15 8 6	3361 4 0		
	Cuba .....	109	9 13 6	1044 18 0		
	.....	87	21 4 0	1844 8 0		
	.....	76	26 17 0	2040 12 0		
	Knockmahon .....	74	25 2 6	1833 5 0		
	.....	47	6 4 6	292 11 0		
	.....	44	8 10 0	374 0 0		
	.....	41	6 9 0	264 0 0		
	Valparaiso .....	84	18 4 0	1829 16 0		
	.....	82	18 7 0	1865 15 0		
	.....	81	18 10 0	1408 10 0		
	Fowey Consols .....	69	4 14 6	288 19 0		
	Cronabane .....	14	4 12 6	64 19 0		
	Simne Dyluan .....	61	7 8 6	452 18 0		
	.....	147	8 13 0	97 17 0		
	Lackmore .....	44	10 10 0	476 0 0		
			1100			1100
				16719 15 0		
				2333		2333
				41363 0 0		

## PURCHASES OF COPPER ORES AT TRURO, FEBRUARY 28.

Purchaser.	Mines.	Tons.	Total	Price.	Each Part.	Total weight
MINES ROYAL CO.	Consolidated Mines .....	36	8 17 6	519 10 0	47 s. 6.	47 s. 6.
	Allihies .....	37	8 14 6	497 6 0		
	.....	55	10 0 6	551 7 6		
	Wheat Trevaras .....	55	7 12 0	269 18 0		
	.....	194	6 9 6	123 3 8		
	Wheat Tolgs .....	21	2 14 6	57 4 6		
			2232			2232
2. VIVIAN & SONS.	Consolidated Mines .....	78	4 16 6	376 7 0	414 17 9	414 17 9
	.....	86	8 17 6	319 10 0		
	.....	57	7 10 6	420 18 0		
	United .....	34	6 11 0	332 10 0		
	.....	51	6 15 6	440 10 0		
	Wheat Kitty .....	8	8 2 6	45 0 0		

